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'65 Karmann Ghia
Family-friendly coupé

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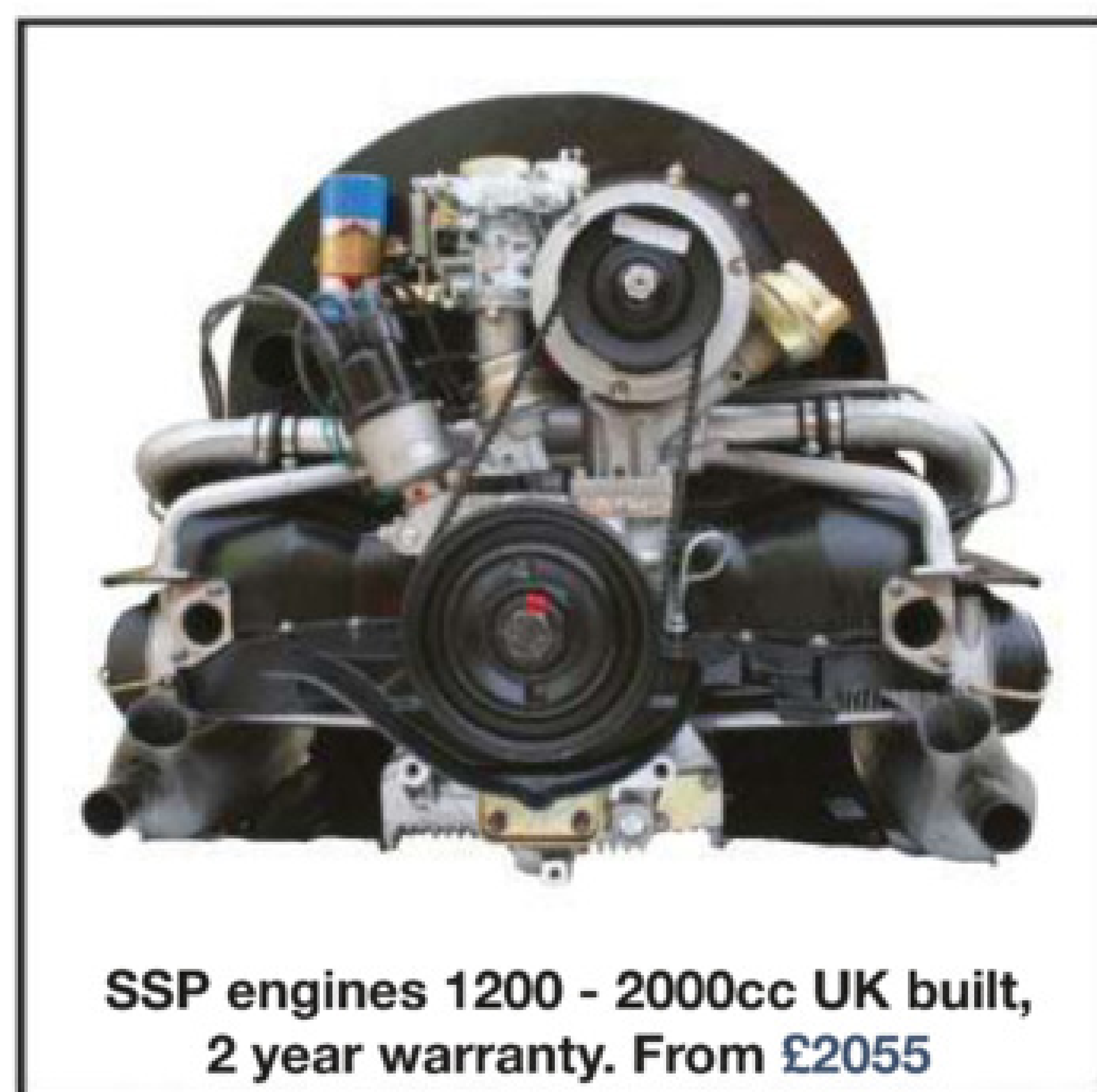
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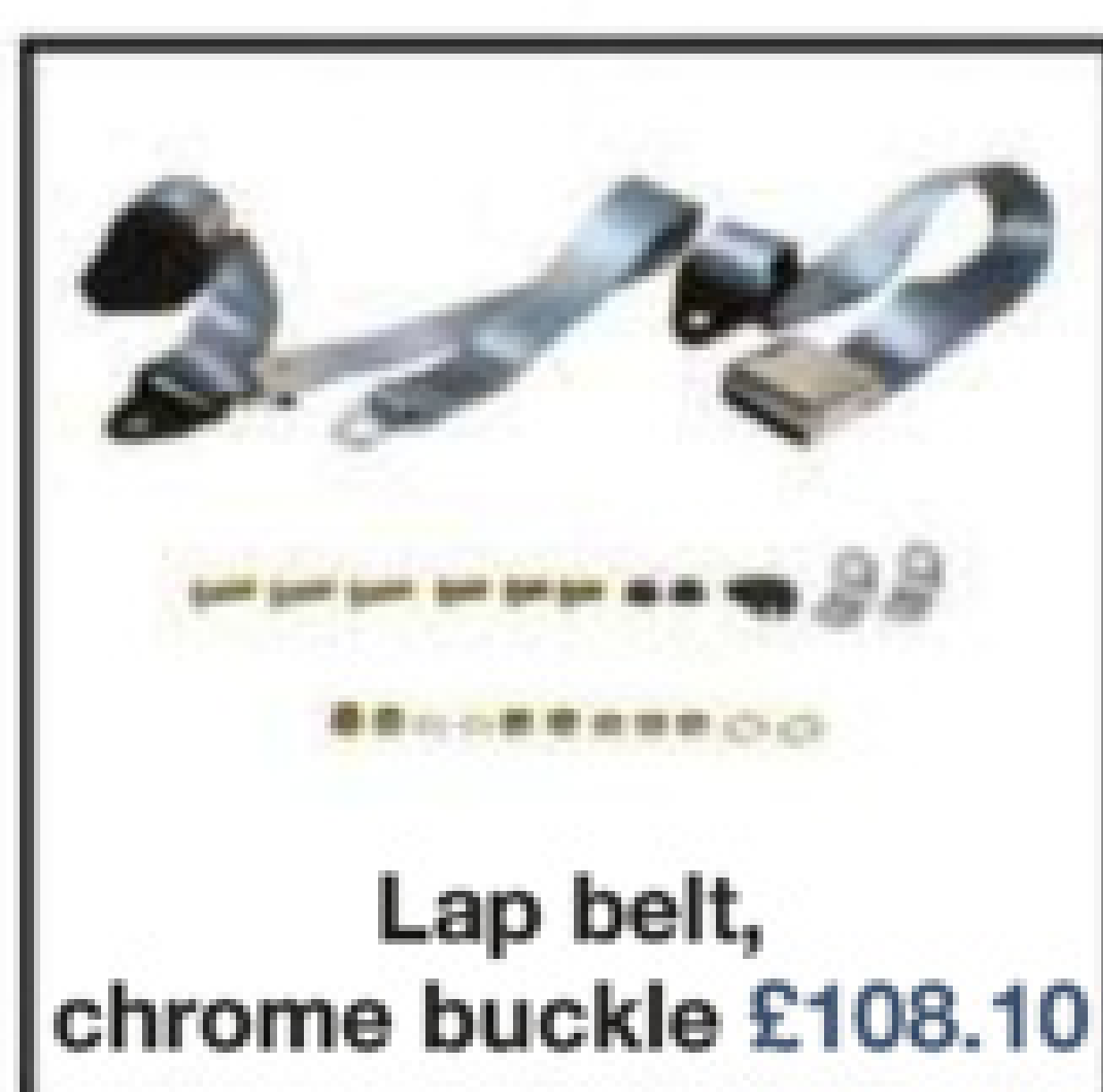
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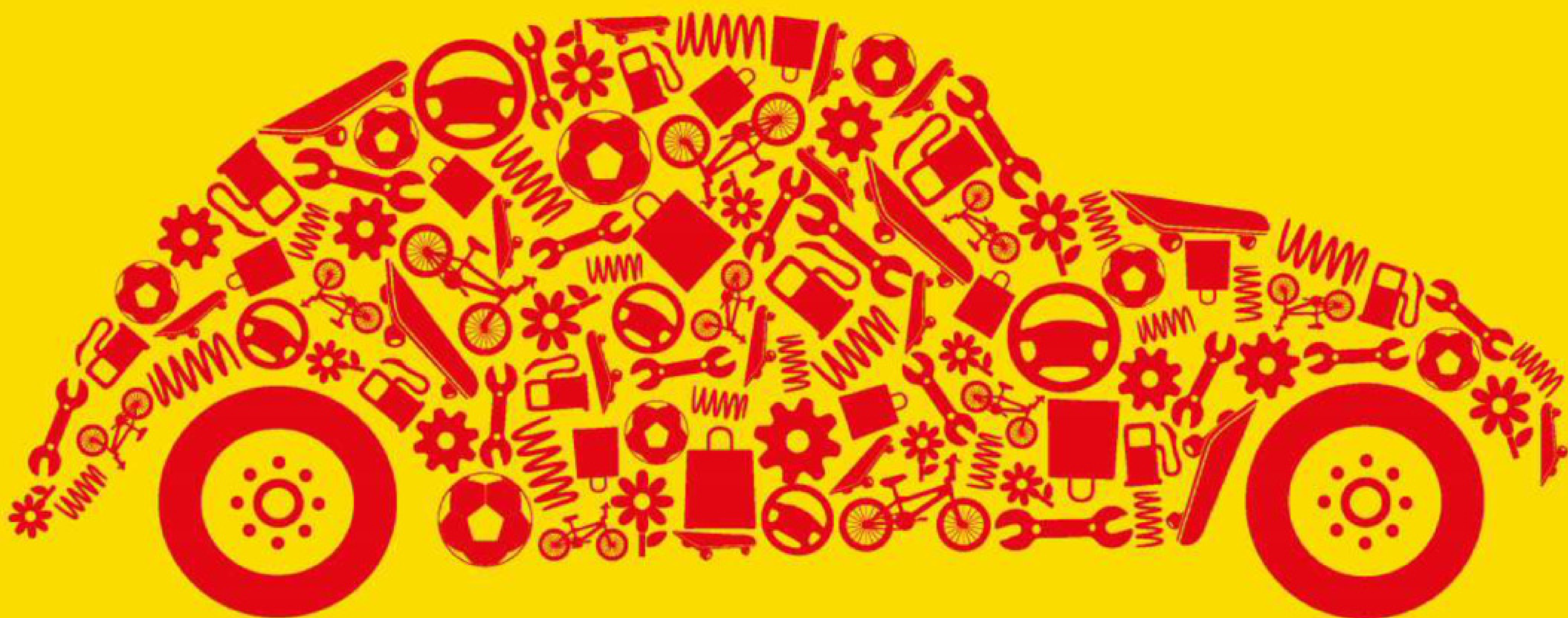


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PRACTICAL
VOLKSWORLD



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WELCOME TO THE MAG

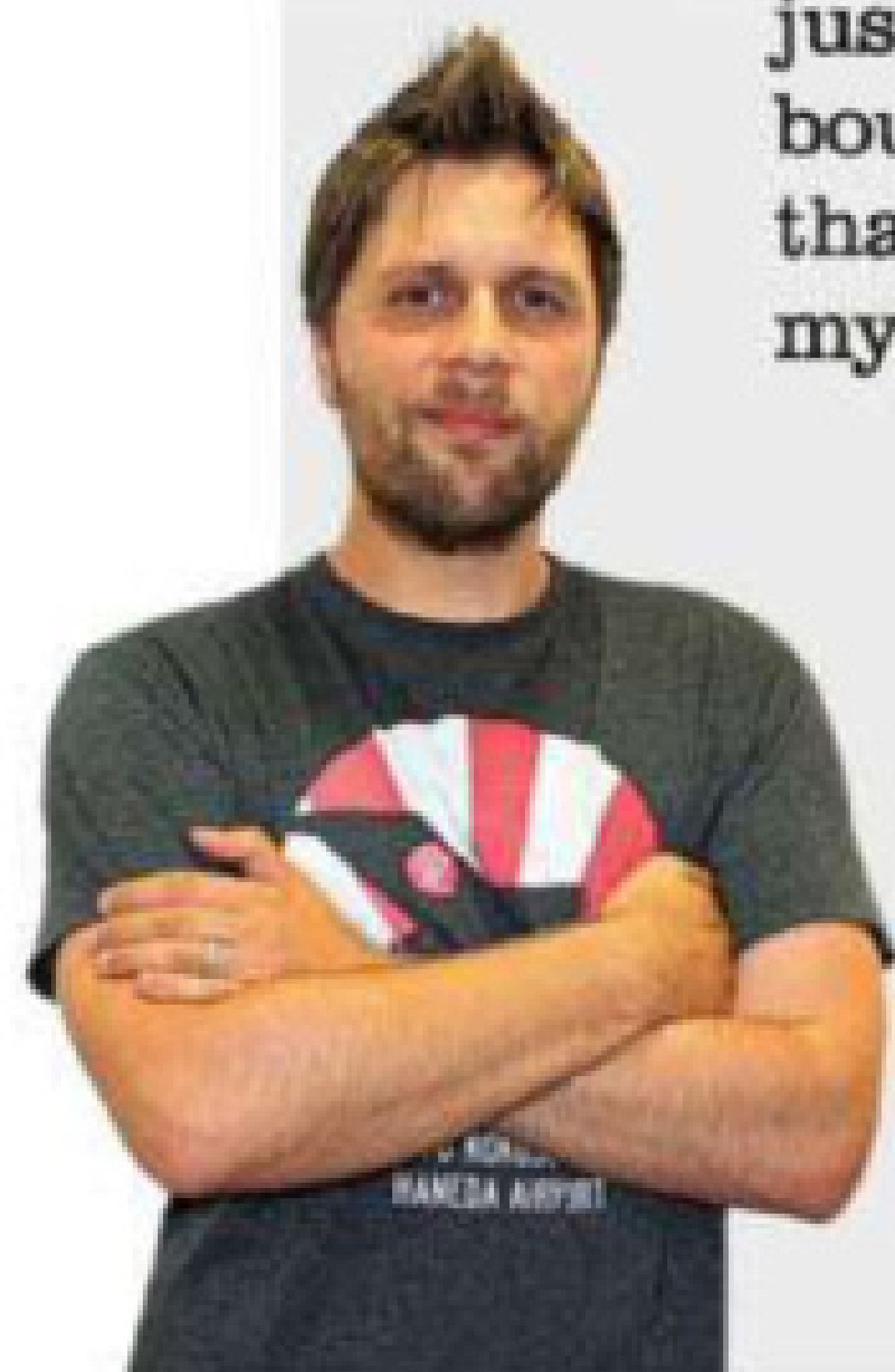
Mr. Pye makes me think about a lot of things. Usually, just that I'm glad I've still got hair, and it isn't of a ginger variety, but this month it's car related.

Much like him, time and again I meet owners who've spent months, years or even decades building their dream car, only to sell it a few months after completion, and I never really understand it.

For myself, I've never quite attained my dream car. In fact, I once said to my wife that I didn't want to own it just yet because where would I go after that? What would come next? Since then, I've decided that's utter twaddle and it's high time I owned my dream machine, but sadly the funds won't stretch to it, so the only way I'll get there is by doing a spot of buying and selling, adding to the pot each time by buying low and selling high in exchange for my own time and labour.

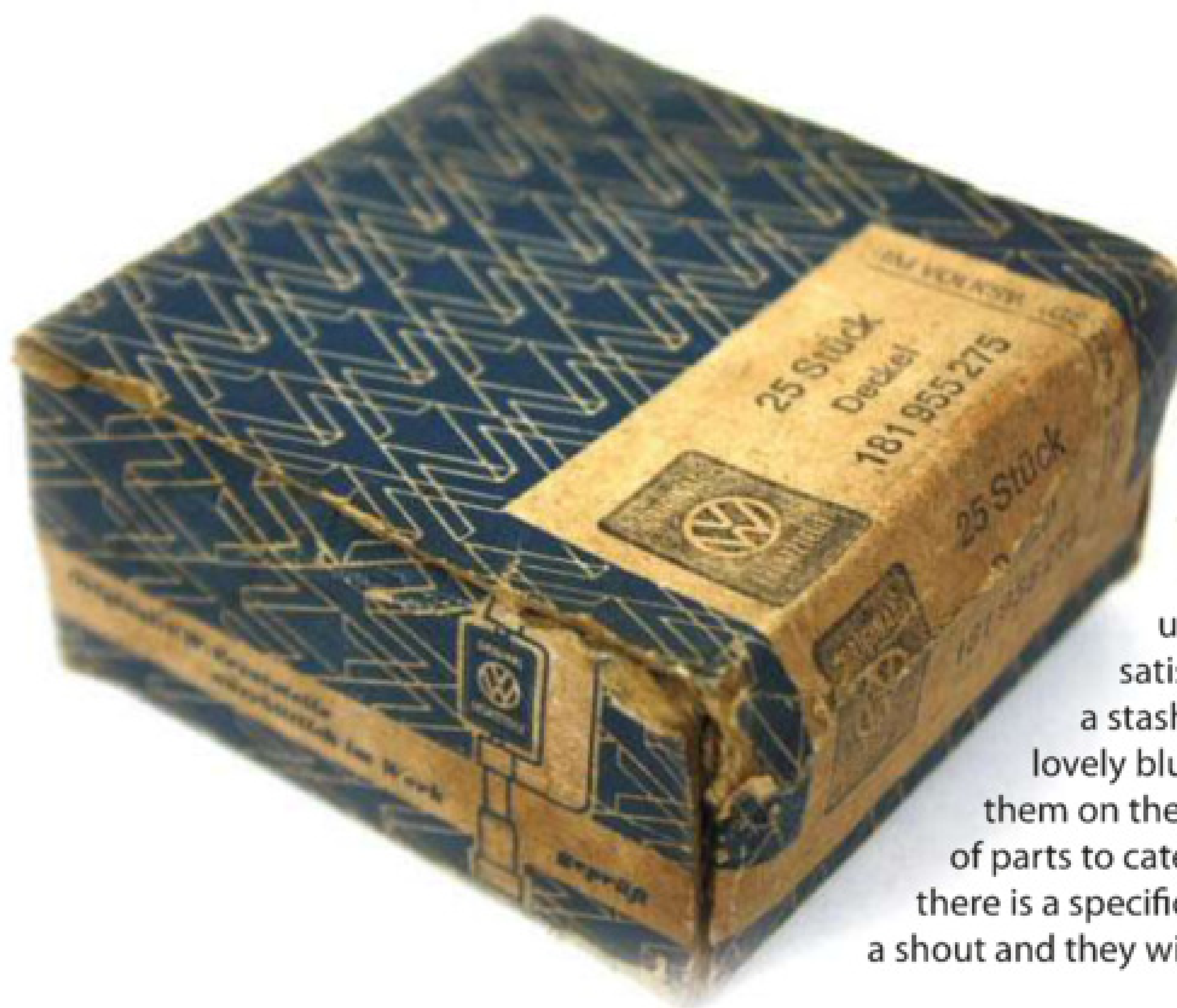
I've also recently come to a conclusion with my current '66 Beetle project, the Penny Pincher, that I'm not all that bothered about driving it at the moment, I'm enjoying the build too much. Okay, so it will be great to drive it, but the bits I'm most looking forward to are the milestones in the build – like the day the body goes back on the 'pan, and the moment it comes off the jack and I see the ride height with the BRMs.

So now, when my wife asks if I'm sad about the thought of selling it once it's done, the answer is no. I love the car and love the build process, but I also love the idea that I'm building something that, when it's done, will hopefully give me enough money to move up another rung of my dream car ladder. Working like this will also make attaining my dream so much sweeter than if I got a loan and just went out and bought it. Well, that's what I tell myself anyway. ■



James

James Peene
Group editor



NOS booty call

We all love NOS parts, whether to display in our cars, in our garage or even to actually use on our VWs. Well, to keep our cravings satisfied, Custom & Commercial have unearthed a stash of new old stock items, all still in those lovely blue, dusty boxes, and are gradually listing them on their website. They tell us they have thousands of parts to categorise so please be patient. Alternatively, if there is a specific part you are looking for, give the C&C guys a shout and they will do their best to help you

Congratulations to Volkswagen UK!

This year marks the 60th anniversary of the VW Transporter being sold in Britain. The first imports arrived here in 1954, and the Transporter was launched at the Earl's Court Motorshow of that year. In that first year, 786 VW Transporters were sold, but they have been sold continuously in the UK since then and, in 2013, sales reached an all-time high, with 18,350 units sold



Pearl White over Mouse Grey: dull then, rare as you like today



Dammit, the radio's missing...



Old period photos of a vehicle are priceless, but never more so than when it's your own family in them

Discovered

Recently unearthed in Denver, USA, this February '62 23-window is the ultimate dream find to many. A one family from new, dry stored for 20 years, completely original Samba with all the paperwork and fantastic period photos, makes this if not one of a kind, certainly one of very few. The interesting bit though is the response the new owner received when he asked for advice on a well known VW forum. He puts his hands up and admits he's a 'newbie', and explains he's taken some of the original interior out and binned it, thinking it was too far gone to preserve. For his honesty, he's rewarded with a barrage of abuse and opinion, essentially saying he's the wrong man for the job.

Thankfully, there are more forgiving souls out there and, to the owner's credit, he sticks with it and picks the good from the bad. The bottom line is he found a fantastic Bus, isn't trying to make a killing on it and plans to preserve / restore it as best he can. Good on him





Charlie Baigler's 5-speed, 2.0-litre, disc brake-equipped, ragtop Oval is the stuff of dreams for many but, if it doesn't fit your lifestyle, it's little more use than a waistcoat is to a kipper



Fallen idols

Sometimes it's better (and cheaper) to be one of life's underachievers

It is often said you should never meet your heroes. Something about them not living up to expectations and shattered illusions. I learnt that particular lesson early in life after a frenetic night at The Corn Exchange in Cambridge, looking in awe at *Zodiac Mindwarp* and the *Love Reaction* on stage in front of me. I wanted to be like these guys, so much so that a couple of mates and I waited around afterwards to meet our unlikely heroes (I say unlikely as years later I discovered 'Zody' was an ex-magazine art editor and the whole thing was a parody). Anyway, suffice to say, offstage, in the cold light of night, the rock gods became mere mortals. We were invited onto their tour bus, they signed some stuff of ours and bade us good night. Not so much as a fleeting glimpse of any nubile groupies and no free booze and drugs. The image in my head of the people on the record covers was never the same again. It didn't stop me doing the same thing a few months later, in the desperate hope I might get invited onto Wendy James' tour bus after a *Transvision Vamp* gig, but it's probably just as well as I don't think I could have faced life if she'd beckoned me on board and then offered a cup of Earl Grey.

What's all this got to do with VWs? The fact that reality doesn't always live up to the dream. Take the Cal Look Beetle in this issue for example. Phillip, who owns it now, loves it and drives it at every opportunity, but then he owns a number of other VWs and knew what to expect from the car when he bought it. Alan, on the other hand, the fella whose dream it was, and who paid to have the car built, drove it

“most people's lives aren't slowing down any time soon”

What do you think?

Do you agree with the ex-ginger Oracle, or do you think he's talking twaddle? Join the debate by emailing us at volksworld@ipcmedia.com

only a matter of miles before coming to the unfortunate realisation that it wasn't for him. Essentially, he'd met his hero. After many years of waiting, he had the keys to the car he'd hoped he would one day own and it didn't live up to expectations.

Top drawer

Along similar lines, with a tinge of sadness I just found out that a friend of mine, and ex-*Volksworld* work experience boy of many years ago, who had only recently realised his long-held ambition of owning a top drawer Cal Look Oval, has gone and sold the damn thing. These aren't 'it's the journey, not the destination' stories either as both cars were professionally built, they're simply reality hitting home with a bang. To quote Charlie: "I absolutely loved the car and had no intention of ever selling it. However, just after child number two arrived, I found myself driving to [Terry's Beetle Services] to investigate a minor clunking sound and realised I had driven the car three times in a year and paid £1,500 for the lock-up it was kept in. It made me realise I had absolutely no time to ever drive it, and even less time to drive it properly. Not to mention that I couldn't get the family in it."

Okay, so not everybody lives in central London, has to pay for a lock-up or has a young family, but a lot of people fall into at least one of those categories, and there comes a time when such things start to matter. And, let's face it, most people's lives aren't slowing down any time soon, but just getting busier and more expensive. Which perhaps all goes some way to explaining why increasingly these days I find myself

being asked whether or not somebody I know should buy a VW Camper. I know they're currently fashionable an' all, but I'm amazed by how many friends and acquaintances who have previously shown no interest in VWs, or old cars of any sort, seem to have it in their heads that a Camper is for them. Perhaps it's because they combine the dream of the cool old car hobby and the get-away-from-it-all lifestyle thing, rolled up into a ball big enough to fit the family in. Contrary to popular opinion, I don't tell them all to hang the idea and stay in a nice hotel instead, but I do try and put some rationale in front of their ideals. My first question is always the same – have they ever driven an old car? You know, one of those quaint things with no ABS, PAS, DSG, AWD and wind-up windows. The sort of self-guided missile you have to actually think about when you engage gear and attain forward momentum. It's amazing how many people have not given this even the slightest consideration, but just see the smiles on the kids' faces and the rainbow over the campsite at their destination. I then tell them to borrow, or hire one, to actually drive an old Volkswagen, find out for themselves how fast they go, what the brakes are like, how big they are inside, how long it takes to reach somewhere and to be a part of the whole experience. Things then tend to go one of two ways – they either never do it again, or buy a T5.

I suppose the moral of this story is to think long and hard about what you want out of an old VW, and really consider how it might fit your life before you invest a load of money into one, only to then find out you've bought the wrong size. ■

EVENTS AND CLUBS

Let us know about your VW event or club – email volksworld@ipcmedia.com



VW Heritage open night

Heritage's own parts hauler SC and staffer, Dave Jones, '65 representing

With the promise of being fed and watered, James checked out Heritage's new HQ

Words and pics James Peene

After seven busy years operating out of Burgess Hill, specialist parts supplier, VW Heritage, are relocating to bigger premises, back where it all started and, coincidentally, next door to their old neighbour from 25 years ago.

The move will see over 16,000 VW parts and a 55-strong team of enthusiastic worker bees migrate to a more modern and efficient warehouse over double the size of the existing mid-Sussex location.

Situated just 10 minutes from Brighton, and five minutes south from the A27, we'd already had a sneak peek at their new HQ, but couldn't resist the offer of a free sausage and pint of beer that came with an invitation to their first open evening. Well, it would have been rude not to, wouldn't it?

Pulling up outside, it was clear the team had been busy making their new building a home. With all the Beetles and Buses in attendance, it felt like any of their regular Heretics evenings, albeit one with a bouncy castle inside the warehouse. Which should give you some indication of just how big the new place is.

Customers will get to see the new gaff for themselves from September 1, with the closure of the Burgess Hill office planned for Saturday August 30. From then on, it'll be business as usual, but from 47 Dolphin Road, Shoreham-By-Sea, BN43 6PB. ■



The new VWH HQ is absolutely vast and spotlessly clean. As usual, the hospitality was first rate, and a splendid time was had by all who attended

Neptune Blue '69 has added a few stickers to the windows since our sister mag, C&B, featured it in August 2008



EVENTS AND CLUBS

Let us know about your VW event or club – email volksworld@ipcmedia.com



✦ Andy Raw of TSR Engine Conversions deafened everyone with his V8-engined Funny Car

✦ Now running Design 90s and looking tougher than ever, we featured Tom's '72 in our June 2011 issue



Herbie drove Luke Theochari up to the new place and parked up next to Tom Varkala's Marathon Bug



✦ Ian Harris brought his beloved 'Marigold' along for the evening

✦ There was a steady queue all night for some pukka German sausage



Marcos Varlotta's Porsche Boxster in drag drew a lot of attention

✦ A laid back, chilled-out evening with plenty of cool VWs. What more do you want for a Thursday?



EVENT LIST

Tatton Park

When: August 3
Where: Knutsford, Cheshire
Web: www.vwnw.co.uk

Dub Vacation

When: August 4-10
Where: Stonham Barns, Suffolk
Web: www.dubvacation.com



VW Sweetcorn

When: August 8-10
Where: Barleylands, Billericay, Essex
Web: www.vwsweetcorn

Blackpool Breeze

When: August 8-10
Where: Blackpool, Lancashire
Web: www.blackpoolbreeze.co.uk



Camper&Bus Show

When: August 8-10
Where: Eastnor Castle, Ledbury, Herefordshire
Web: www.vwcamperandbus.com/show

VivaSkegVegas

When: August 15-17
Where: Revesby, Lincolnshire
Web: www.vivaskegvegasvw.co.uk

VW Action

When: August 29-31
Where: Santa Pod, Wellingborough
Web: www.vwaction.co.uk

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PRODUCTS

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< Re-inventing the wheel

From: www.52outlaw.com Price: From \$700 each

You can see immediately where the influence comes from, but the Outlaw 001 from Magnus Walker and Fifteen52 in LA is equally as radical in its design.

Custom built from forged 6061 billet aluminium centres and forged 6061 spun barrels, the two-piece Outlaw 001 is as light as it is strong. Currently available in 15-18-inch diameters, and a huge variety of widths and offsets, it's a wheel that will find favour among many facets of the VW / Porsche world. The next move will be a three-piece version, with diameters up to 22 inches.

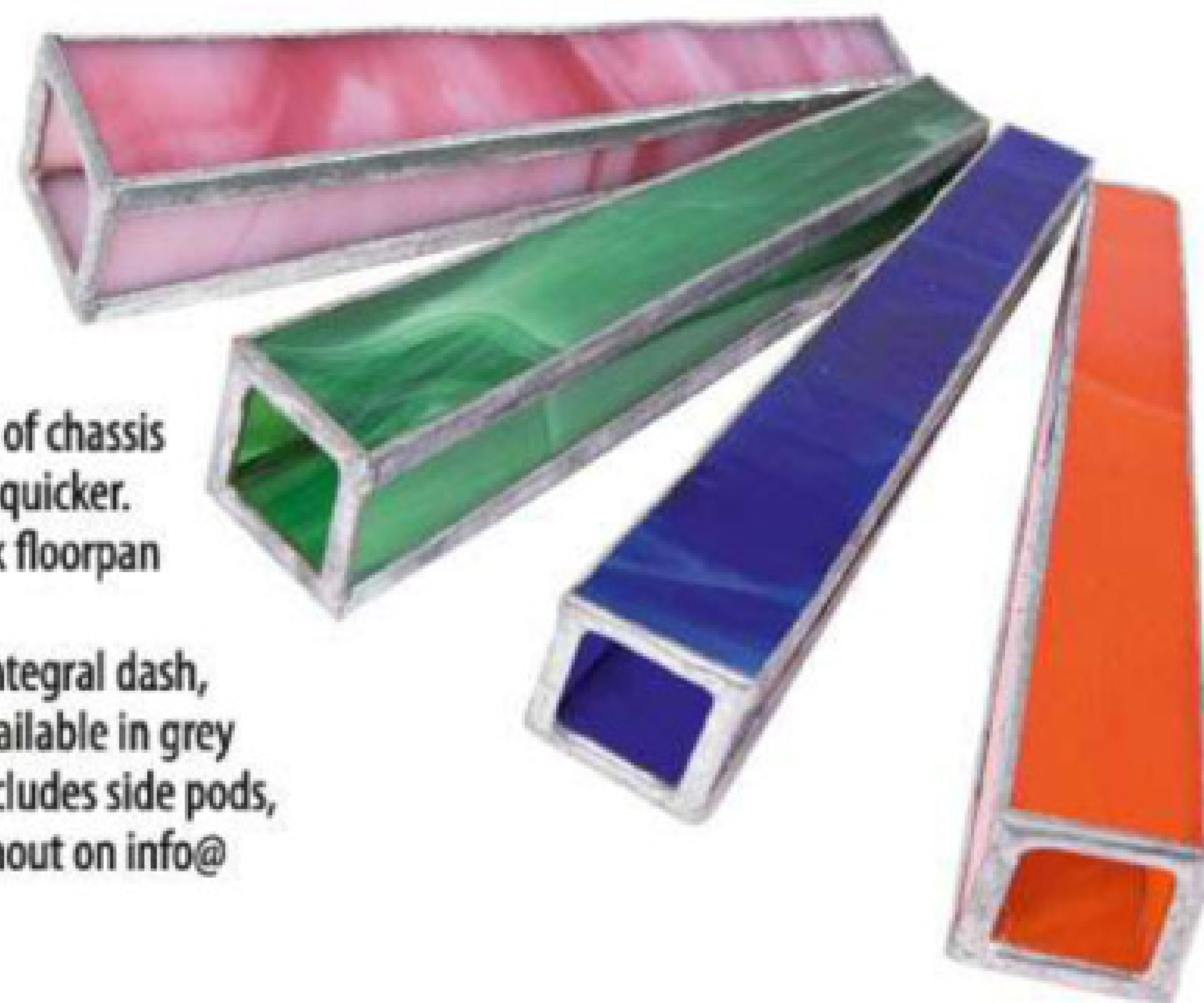
They're available in raw finish, or standard black, silver and gold powder coat, but the centres can be done in custom colours, too. Starting at just shy of \$700 a corner, they're definitely not cheap, but then standing out in a crowd never is. The only question is, who's going to be the first in the UK to step up?



< Horse power

From: www.aircooledaccessories.com Price: £25

Originals of these Mobil Pegasus tin plate signs are highly sought after these days and consequently command a premium price but, if you simply have to have a flying horse effigy on your ride, Aircooled Accessories have come to the rescue with these brand new versions, which can be mounted on your bumper, roof rack, badge bar or number plate. Patterned faithfully after an original design, Aircooled Accessories tell us they have gone to great lengths to come up with what they say is the best detailed 3D sculptured Pegasus sign you can get. For those that like winged horsies, they measure 17 x 13.5cm.



✓ BIVA-free Buggy

From: www.eastcoastbuggies.co.uk

Price: £1,500

East Coast Buggies, in association with Kingfisher Kustoms and GT Mouldings, are now offering a new, long-wheelbase Buggy body. The GT is designed to bolt straight to any stock length Beetle floorpan, thus doing away with the expense and difficulty of chassis shortening and making the build process significantly easier and quicker. More importantly to some people though, using a complete stock floorpan means you don't have to put your Buggy through a BIVA test.

The GT has a familiar look to it, and comes with a bonnet and integral dash, designed to accept a standard Buggy alloy windscreen frame. Available in grey for painting or various solid colour gel coats, the GT body price includes side pods, while a windscreen is an extra £265. To order yours, give Rob a shout on info@eastcoastbuggies.co.uk, or call him on 07789 961904



^ Stained glass bud vase

From: www.kingfisherkustoms.co.uk

Price: £20

Now here's something that's sure to brighten up the interior of your Beetle, even during a rainy summer's day. These stained glass bud vases are handmade and come in a variety of colours and mount to any metal dashboard without drilling, thanks to a magnetic strip on the rear. Well, summer is the time for flowers, isn't it? (So says Mike Pye anyway...)

3 High-end shifters to suit your budget

> Vintage Speed

From: www.vintagespeed.co.uk

Available from Vintage Speed Performance, this 11.5-inch, cranked handle, Porsche 356-style shifter fits Beetles, Ghias and Type 3s. It has a 12mm polished stainless steel shaft, a 40% shorter throw and a pull-up lock out action for reverse.

£160



> T-handle

From: www.justkampers.com

This Custom & Speed Parts shifter is precision machined using CNC technology. The laser-cut steel selector base is covered with a black leather gaiter, the balljoint at the base of the shaft is supported in Teflon blocks and the highly polished shaft is strong enough to withstand any amount of abuse.

Available in two different lengths – 290mm (which is similar to the length of a

stock shifter) or

a more racy 275mm,

and in right- or left-hand drive formats, all with a 40% reduction in travel.

£170

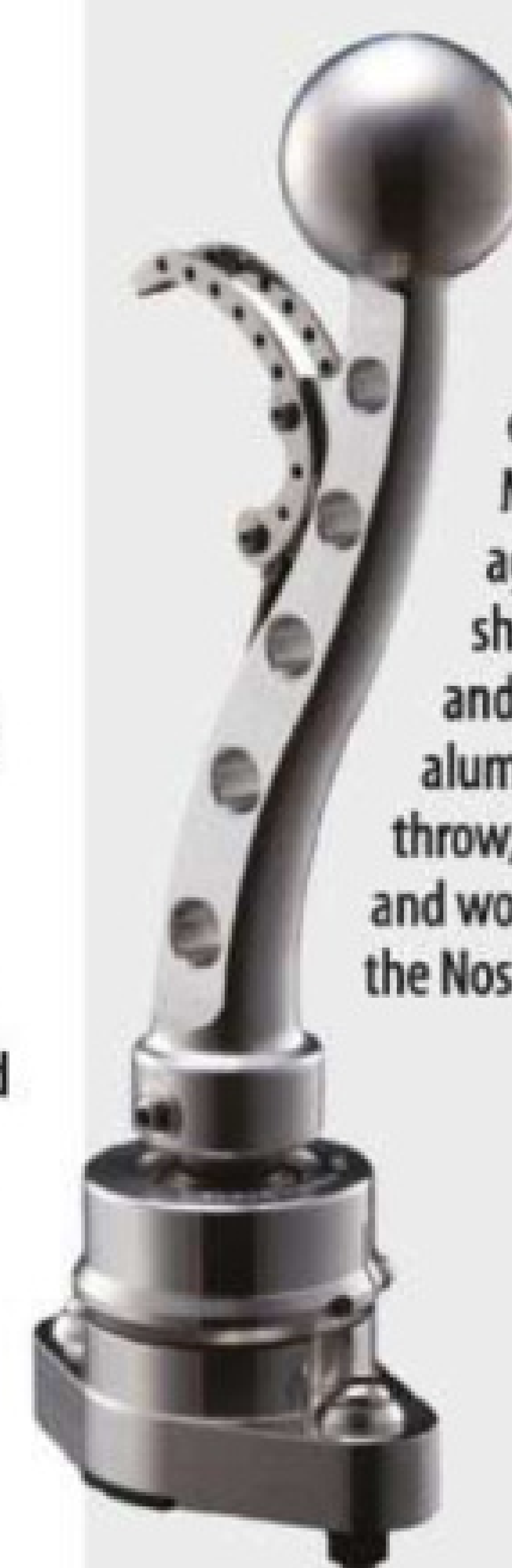


< Black Mamba

From: [vwheritage.com](http://www.vwheritage.com)

Suitable for both LHD and RHD, the drilled and ergonomically designed Black Mamba shifter is the most aggressive looking of the three shifters here. CAD designed and machined from 6061-T6 aluminium, it offers a 40% reduced throw, a trigger-pull reverse lock out and wouldn't look out of place on the Nostromo!

£317



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LETTERS

Share your views on the VW scene – email volksworld@ipcmedia.com

Letter of the month

WIN!

A Meguiar's Gold Class wash and wax car care kit



Contrary to popular opinion, shortened 'pans are not illegal. Here's one being built up at Flatlands Engineering, prior to being sent for a BIVA test



Eager BIVA

Steve Newman, via email

Dear Mike / Matt, I have just taken great delight in reading this month's (August 2014) magazine, in particular, articles on pages 36 and 95 by your good self Mike, and Pat Smith.

Why these two features have particular interest is, approximately 15 years ago I purchased a Predator (similar to Meyers Manx) bodysell with the idea of building myself a Buggy. So far, the 'things in life' have prevented this happening. However, having retired five years ago, I am now at the stage where I am determined this build is about to happen. Regrettably though, several years ago SVA, and now BIVA, have been thrust in my way!

Both Mark Dryden and Pat Smith appear to have lept over this wall with consummate ease, and I am desparate to know how they have managed to circumvent this blocker. As I am sure you realise, if the floorpan lengths hadn't been altered, the problem

wouldn't have arisen, however both Manx and Speedster have been shortened, as has my Buggy floorpan.

Can you please provide any clues about the path I need to tread to get my vehicle on the road without having to escape the public highway every time a police car appears in the mirror?

Any help you can give would be absolutely brilliant, and I will consider the £4.20 spent my best ever investment on a magazine!

Hi Steve, the good news is you don't need to worry. Providing the shortening work has been done to an acceptable standard, it is perfectly legal to put a SWB Buggy through a BIVA test. All Flatlands Engineering builds are done this way. We're told it can help if you have used some of the major components – engine, gearbox etc. – from the donor car, and that, assuming it passes, you will be registered an age-related 'plate that reflects the year of the donor vehicle. Good luck! – MP

Rocky Mountain high

Valerie Salaz, USA

Greetings from the USA. This is a picture of a 1975 Super Beetle La Grande Edition, still with its original colour of Viper Green. It was the last year of the Super Beetle. The picture was taken at night on top of the Colorado National Monument in Grand Junction, Colorado.

For any photography fans out there, it was taken with a Canon 5d Mark III and a 28-135mm lens. The photographer is me, Valerie Salaz, also known as Ann*nonymous, and it was submitted as part of my photography course.

Sadly, I do not own this Bug, but it belongs to my friend, Wes. We were driving through the Monument, as so many petrolheads like to do, thanks to the great curved roads, and it all just fell into place. I hope you like it. Thank you so much.

Hi Valerie, we all loved your photo here at VolksWorld HQ, and all agreed it would look great in print, or as a shot for a poster. We don't see too many La Grande Bugs over here in the UK, so thanks for sharing Wes' with us. Keep up the good work and, if you have anything else you think we'd like, please send it in. – COT



Beam queries

Simon Hughes, via email

Hi VolksWorld, I'm in the throes of refurbishing the beam from my '72 1200 and there are a couple of things I was hoping someone your end may have the answers to. Firstly, how do I know if this beam has been narrowed? Secondly, the adjuster pointed to moves freely with one finger. Should this be under tension? Finally, some butcher in the past has cut away a bracket of some description. What would it have been and is it safe for it not to be there? Your thoughts on this and any answers would be much appreciated. Many thanks



Hi Simon, what you have there is a left-hand drive beam that has been converted to right-hand drive. The bracket that has been unceremoniously hacked off was once the steering stop bracket and the two round dowel pins you can see used to locate the steering box. The original steering damper bracket has been moved across and re-welded to suit a RHD application.

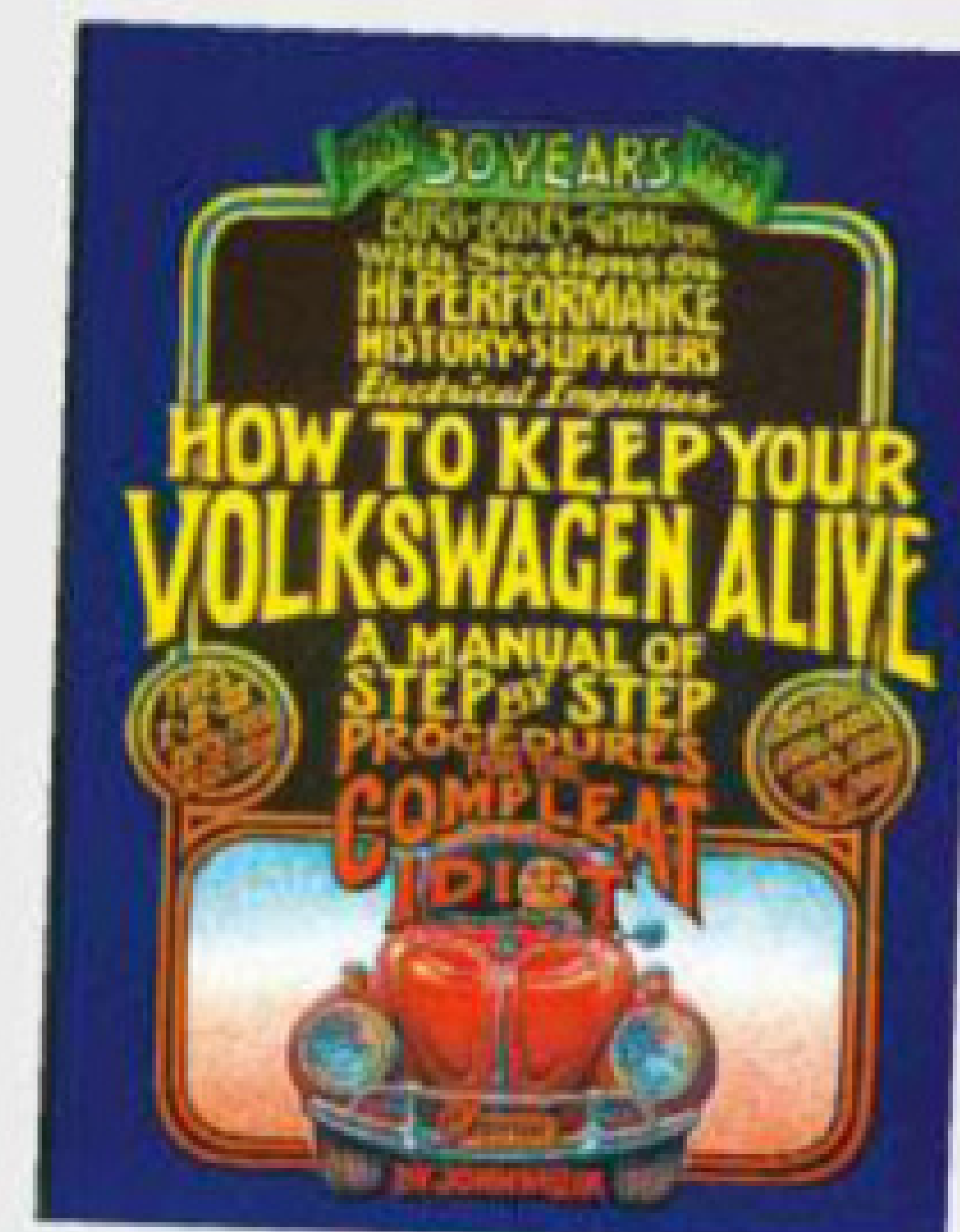
The adjuster is held in place by the Allen-headed bolt you have your finger on in the photo, so no, it shouldn't move freely, at least not if that bolt is tight. And finally, is your beam narrowed? It's hard to say for certain, but it looks to us like an older converted beam, and as narrowed beams are a relatively recent thing, we'd say probably not. Hope that's of some help. – SG

The compleat idiot

Pete Suncrest, Lancashire

Hi to all at VolksWorld, I have searched the internet but cannot find the name of the book that shows you how to keep your VW going. My late father had it and I remember it was full of genuinely handy information and I think it was by a guy who did the work himself. My father's garage had a leak and a lot of the boxes were binned, but now that I'm trying to get his old VW back on the road I'd love this book. Any ideas of the name?

Hi Pete, the book you are referring to is called How To Keep Your Volkswagen Alive and was written by John Muir. We have long championed it as a must have for anyone who owns a VW. You are correct in saying that it was written by a man who did all the work himself, but it's Muir's simple and logical explanations, combined with fantastic illustrations, that people seem to love about it. You can order one from VWBooks.co.uk for £17.95, and it's worth every penny. – COT





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This Cronomac speedometer reaches up to 200 km/h. It fits in a 1200, 1300, 1500 en 1302 Beetle starting 10/1952 and later, it also fits in the Kübel/Thing.



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product 2754

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This genuine VW speedometer includes a warning light for the handbrake, you can connect this warning light to your handbrake.



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This chrome rag roof handle has a double usage; you open the rag roof with it and turning the handle one quarter turn you lock the rag roof.



product 2842

Cronomac Voltage Gauge

The Cronomac Voltage gauge, it comes in a sixties/seventies Vintage style, perfect fit for your Vintage Volkswagen.



product 2757

Karmann Ghia Vent Grills

We have these vent grills available for the Karmann Ghia from 1960 and later as product number # 10489, today we announce the availability of the vent grills for the older Ghia's until July 1959.



product 10488

GT Motorsport Exhaust

Already available for the 1300-1500 and 1600 engines as product number # 3205, but now also as stainless steel for these engines, and also available for the 1200cc engine.



product 2842

Seal License Light Housing type 3

The seal for the license light housing for the Squareback is the same as the one for the Kübel, we have that seal available for some time now as product number # 60747. Today we add the license light housing seal for the Notchback and the Fastback.



product 30747

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SEALEY



^ Aussie-style side trim was made up from bits of running board trim, with the infill panel painted by aerosol



Benny Mills, 1962 Beetle

Hi *VolksWorld*, my name is Benny Mills, I'm 22-years old and from Folkestone. This is my bagged '66 Beetle that I've had since I was 16 and have driven daily since passing my test. I purchased this for my first car as a completely stock non-runner that had been stored in a barn of some sort for 13 years. A rolling project, I've now had it for six years, and there have been quite a few changes and repairs. Last year air ride was the biggest change that has been made, and I've loved every second of it. It really has brought back the love of driving a low car daily. This year's present to the Bug was a set of Randar Wheels RDWs that I have wanted since owning the car, and I couldn't be happier with how it all works together.

I hope you like the photography as it was done by myself at South Coast Automotive Photography.



> Air bags all round means Benny's ride can get down and dirty, but still remain a useable daily driver



^ RDWs from Randar Wheels are a popular choice these days. They come in 4.5 x 15 and two different offset 5 x 15s, so you can put some extra dish on the rear

✓ Gravel guards and gravel rash – this year's must-have combination





Paul Charlesworth, 1961 Bug

Hi again *VolksWorld*. You may remember my '61 Beetle that I rescued out of a garage in 2013 after eight years in storage. You don't find many two-lady-owner-from-new Beetles with stacks of history these days, so I had to pounce on it. Well, this year the Beetle was stripped, a couple of bits of filler cut out and new metal put in, so now he is filler free and with a nice fresh paint job in Gulf Blue to boot. This is definitely one of the most solid Bugs I've ever owned. For ages I was trying to think what wheels to go for – RDW, Randars... but in the end I decided to go stock painted steelies in cream with non-VW logo hubcaps. The interior is left as it was, stock and oh so original, and I love the smell of old seats. The only things left to do now are fit the Albert mirrors and put the snowflakes back on, and maybe a 6-inch narrowed beam, but I'm unsure about that at present.



Gavin Condon, 1967 Beetle

Hi *VolksWorld*, this is my latest purchase, and one I hope to keep for a long time. It's a 1967 Savannah Beige Beetle that I took in part exchange on my Split Screen Panel Van. It's an original Irish-built Beetle, which came complete with all of the hard-to-find Shamrock glass and the original interior, including luggage strap in the rear and original 1300cc engine. It still runs its 6-volt electrics. Behind the 5-stud wheels and original hubcaps are stock drum brakes all round.

I've fitted rear seat belts for the kids, which is just as well because they love it, and even though we have only had it a short time we have been to a few beaches and fun drives. When they hear it firing up, they can't wait to get in the Beetle and go. The car will be staying stock and I plan to use it and enjoy it, and maybe just add a few accessories.



Paul McEnery, 1974 Beetle

Hi *VolksWorld*, this is my first restoration. Well, my first air-cooled restoration. I had previously restored a 1990 Jetta, but didn't have to go to the extremes I did with this Beetle. It was lying in a shed for 20 years and had just 90k on the clock. The engine fired up straight away, which was a super sign, but sadly the niceties didn't last too long as there was also some rust. However, having seen some of the other rust buckets that get restored, I got off lightly. I had to repair two front quarters and the heater channels, but that's about it. It took three to four months of sanding and prep to get it to paint, and then the colour sanding began, which I regretted as soon as I started it, but looking at it now, it was definitely worth all the effort. I changed the wings for early '70's wings with tombstone rear lights, and the front bumper for one without indicator slots, as I prefer the look of the wing-mounted indicators. To complement the lowered look, I fitted some EMPI 8s and I love the look of them. My dad helped with the fitting of the BMW 3 series leather seats, which are a massive improvement from the seats this Standard model once had.



There was a time when every car wore a set of fake 8s. Now they're a rare wheel in their own right!

Leather-rimmed sports wheel looks the part

Hell fire! That's quite some transformation. Top work Paul

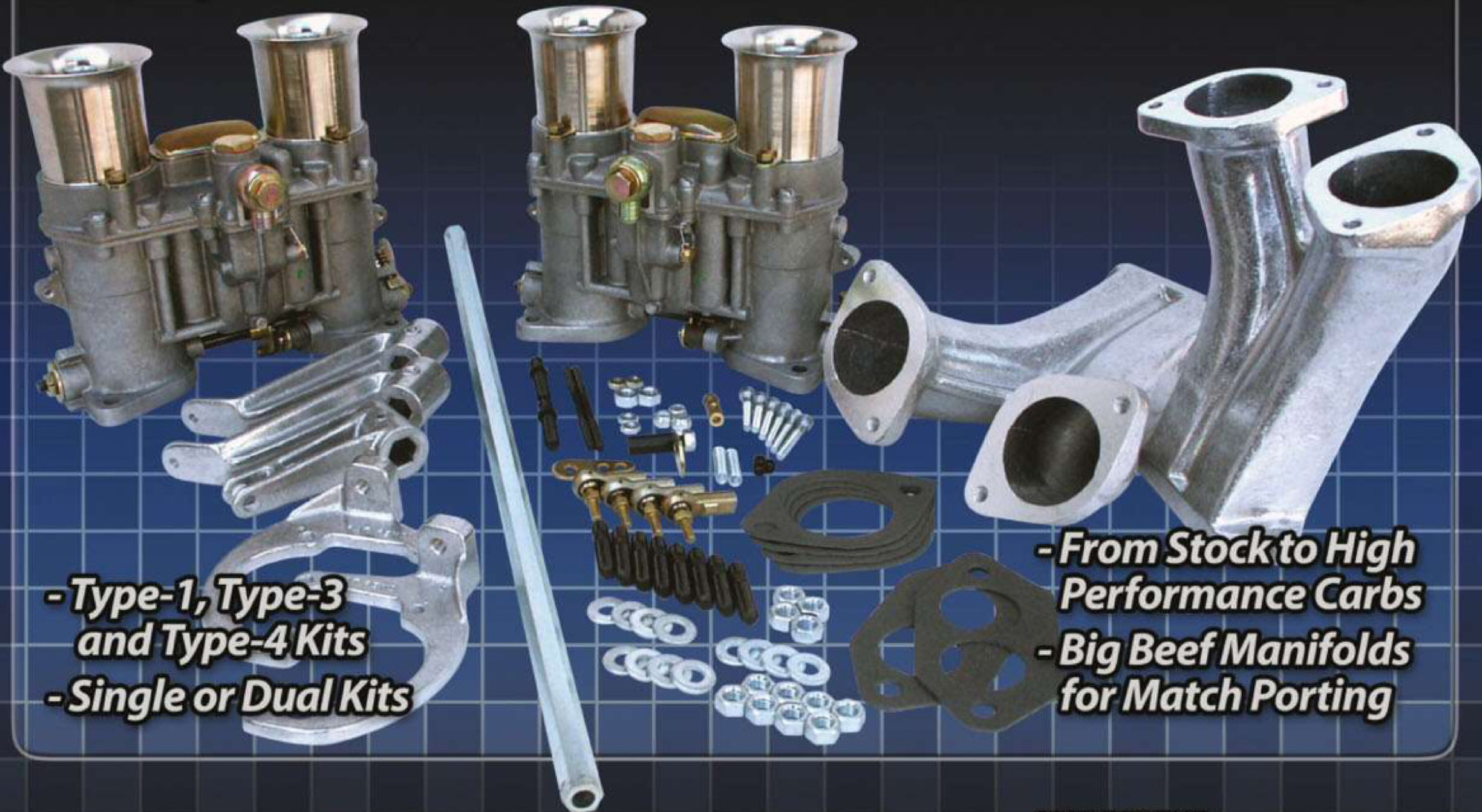


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Retro racer

The sport of Rallycross has been a tradition within the Harrold family from Norfolk since the 1970s, and they've recently come back to race this beast of a Beetle

Words Ivan McCutcheon Photos Lyndon McNeil



R

allycross is a form of motorsport invented here in Britain by a TV producer called Robert Reed. It's a sprint-style race series held on mixed surface circuits, part tarmac, part loose. The first event was held in February 1967 at Lydden Hill in Kent and was covered by Reed on the *World of Sport* TV show. Racing driver, Vic Elford, won that inaugural meeting in a Porsche 911.

By 1968, the sport was so popular it drew in 10 million TV viewers. In 1969, it was introduced to The Netherlands and Australia and, soon after, became a very popular sport on the European mainland. Today, there are National and Global FIA Championships, and Rallycross has recently been introduced as an X Games sport. The current four-wheel drive Supercar class cars boast up to 600bhp and rocket from 0-60mph in less than two seconds. Putting this into perspective, they accelerate faster than any F1 car!

Attendance at events today is usually around 10,000 spectators, and there

are numerous classes under the headline Supercars. The Beetle you see here competes in the Rippla Retro Challenge, for two-wheel drive cars built up to 1987. In this class you can expect to see Minis, Escorts, Polos and Astras, as well as the odd Beetle. The regulations state the car must be a genuine old Rallycross car, or a replica built to period specification. The engine does not have to be the one originally fitted to the car, but it must retain the same number of cylinders, and be fitted in the same location. Turbocharged engines are permitted, if they were used in period. Aerodynamic devices (spoilers, wings etc.) may be fitted as long as they do not contravene current safety rules and are of a type designed / used in the period, and do not extend beyond the frontal projection of the original car. Finally, sequential 'boxes are not allowed.



The Retro class sounded perfect for James Harrold from Great Ellington, near Attleborough in Norfolk, as he and his father, Paul, had the Beetle you see here sitting in a barn. Now, you don't just have a car like this sitting there for now reason, and in this case it is because the Harrold family has been involved in Rallycross for a very long time. This car is the last in a line of VW Beetles campaigned under the PPJ Rallycross Team banner. As Paul explained, "It all started in the early '70s. My late brother, Peter, raced in the BTRDA (British Trial Drivers' Association) and Castrol Championships, along with the European Rallycross Championship in Beetles. They used normally aspirated, 2.1-litre, VW-based engines, which were competitive at the time." So, what is PPJ, we asked? "PPJ came from the three people involved: Peter, myself and the late John Worzenkraft.

"We first built this 1974 1303 in about 1983. It started out as a turbocharged, air-cooled flat four, but we had a lot of problems with cylinder heads. We tried every head available, from re-worked VW heads to various performance heads, such as those from Scat. But because it was blowing quite hard (by this Paul means the turbo boost was very high) the heads always got too hot and knocked valve seats out. We also had issues with cylinders splitting." It was clear to be competitive they had to find a way of building a reliable VW-based engine that could withstand high levels of boost.

The Lotus connection

The answer came from a friend, Trevor Chinn, a development engineer at Lotus Cars in nearby Hethel. Paul explained: "Trevor felt we had to have water-cooled heads to keep the cylinder head temperature down. At the time, Subaru was campaigning the Legacy in the WRC, with cars built by Prodrive. These cars were making a lot of power, and a rally stage is a lot longer than the three- or four-minute races we were doing. Trevor found there was only 1mm difference in the bore centres of the Legacy heads, and felt they could be made to fit. It was a lot of work though, and took over 18 months." At this stage you need to take a deep breath and get ready for some serious technical wizardry. The first thing to take into account is the Subaru heads feature two overhead cams per side, as opposed to the single in-case VW cam, which drives the valves via pushrods. The engine is based on a Scat three-piece crankcase, which has two halves and a bolt-on front section. The front part was binned and an aluminium plate made that incorporates crank-driven take offs to drive the four overhead cams, as well as take offs for the oil pump, Ford Essex V6 water pump and Audi power-assisted steering pump. As the VW camshaft, lifters and pushrods were no longer required, Trevor designed two 13mm blanking plates that were bolted to each side of the case. To cure the issue of cylinders splitting, the team made their own barrels from 500cc Jawa speedway bike cylinder liners, machined down and sleeved into Porsche 911 barrels. They measure 90mm ID and use Sierra Cosworth pistons and rings, as well as copper sealing rings between the head and cylinders. The cylinder machining work was done by Trevor Hedge Racing, a speedway bike specialist in Bawburgh, Norfolk.

The Subaru connection

"We contacted Subaru in Japan and explained what we wanted to do," continues Paul. "They were very, very helpful, and supplied all of the parts we needed – the heads, cams and hydraulic tappets." The crank is a Scat forged 82mm stroker, which was supplied by Geoff Thomas at the now, sadly, defunct VolkSport. With the 90mm pistons, this means the engine is 2087cc. Fuelling is supplied via a Zakspeed mechanical fuel injection set up that features a rack that takes care of boost enrichment. The turbo is a Garrett T4, on the subject of which Paul told us, "It's out of date. The T4 is a plain journal bearing turbo. The advances in turbocharger technology mean today they use ball bearings, which spool up a

TECH INFO

BODY: 1974 1303S Beetle; glass fibre wings, bonnet and boot lid; PPJ rear spoiler with integral intercooler

ENGINE: 2087cc; Scat three-piece 'Killer Case'; Scat 82mm forged crank; PPJ 90mm hybrid Jawa/Porsche barrels; Cosworth pistons and rings; Subaru Legacy DOHC water-cooled 16-valve heads; Zakspeed mechanical fuel injection; Garrett T4 turbocharger

GEARBOX: Hewland DG300 5-speed, magnesium-cased gearbox; ratios dependent on circuit

SUSPENSION: PPJ A-arm conversion front and rear; Bilstein B16 PSS Mk2 Golf coilovers with 9 / 10-point damping and rebound adjustability

WHEELS AND TYRES: 9 x 15-inch Revolution five-spoke alloys; Avon Racing ACB11 215/580-15 Rallycross tyres



The Harrold Beetle is back, and has been instantly competitive in the Ripla Retro Rallycross class. Having around 600bhp on tap helps!



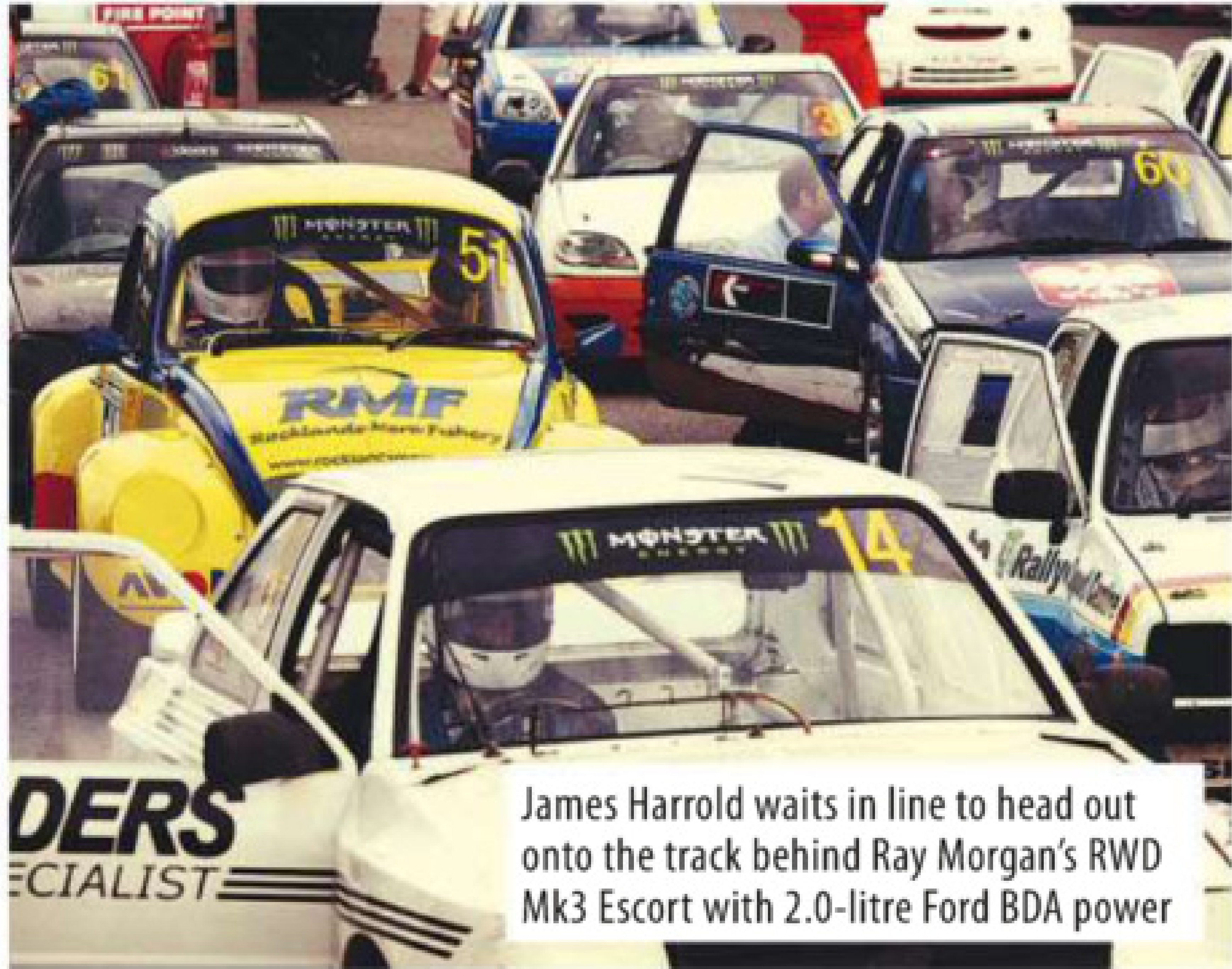
Naturally, the Beetle has great traction on the loose



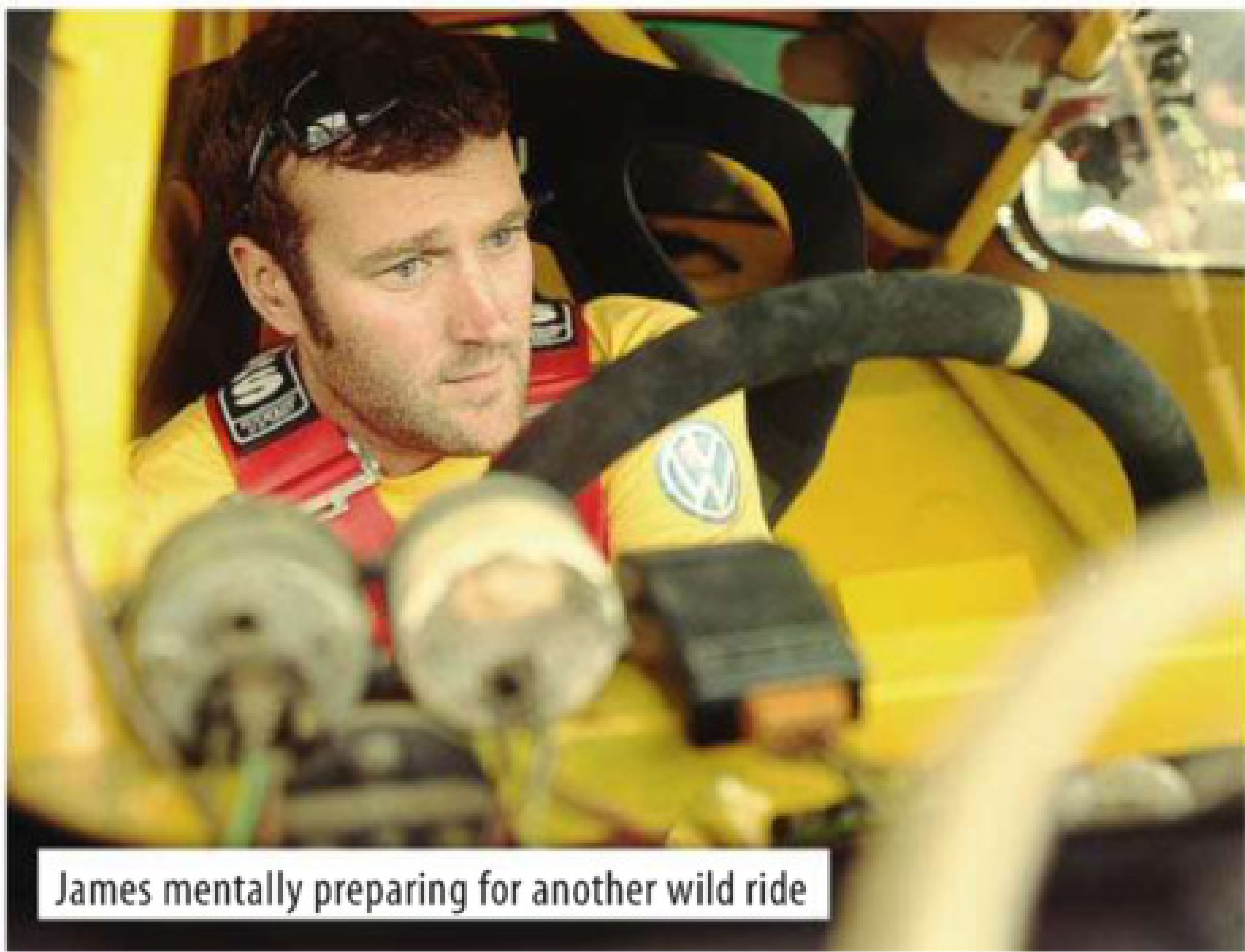
The Hewland gearbox and Garrett T4 turbo are accessed through a removable panel in the rear



“We had to have water-cooled heads to keep the cylinder head temperatures down”



James Harrold waits in line to head out onto the track behind Ray Morgan's RWD Mk3 Escort with 2.0-litre Ford BDA power



James mentally preparing for another wild ride



Last minute adjustments before the next round



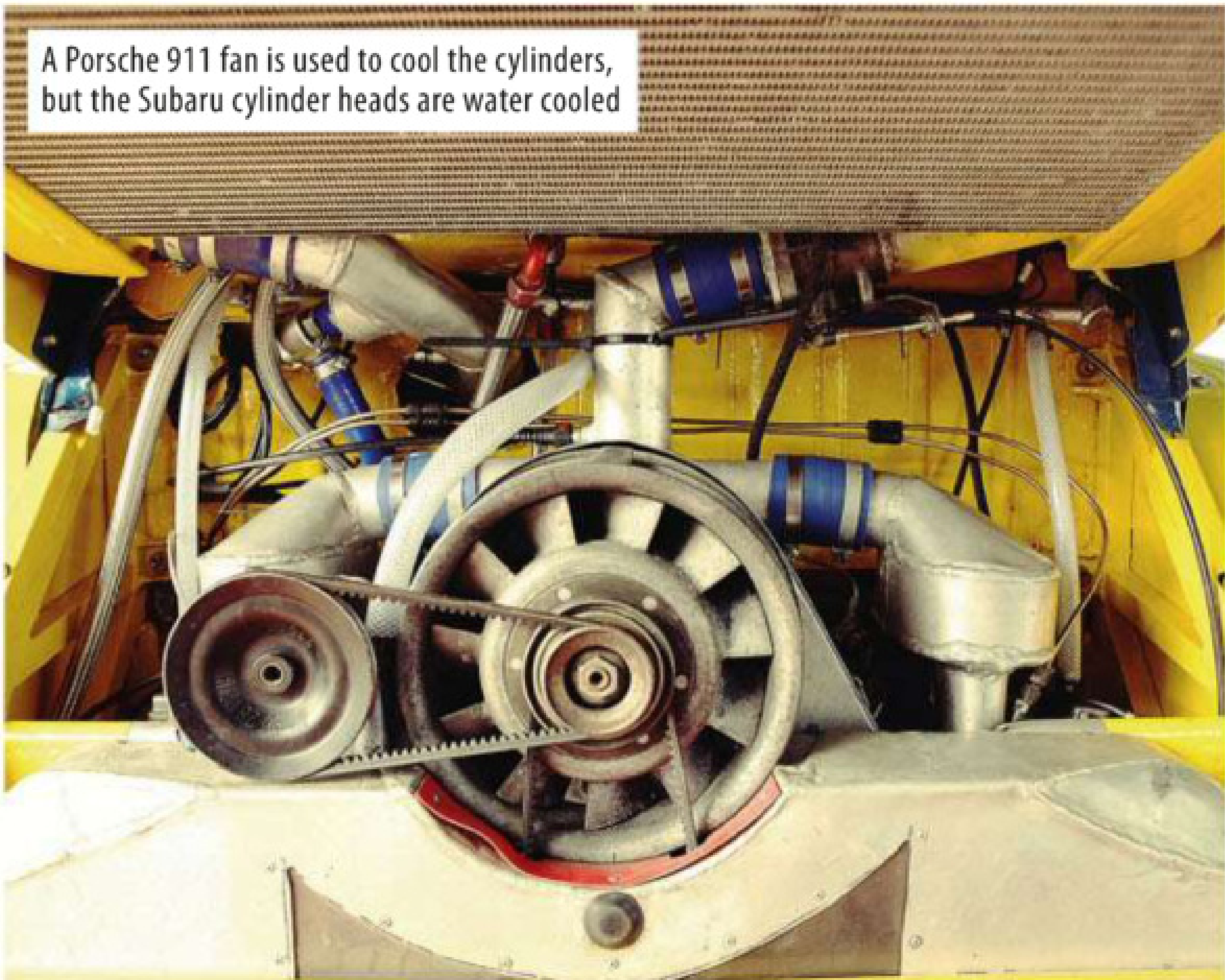
Although now defunct, the old sponsor, Volkspport, was added to the new livery



Rallycross is dirty business, so a huge air filter is mounted in the car



Not one, but three temperature gauges



A Porsche 911 fan is used to cool the cylinders, but the Subaru cylinder heads are water cooled

lot faster, so you have less turbo lag. We plan to invest in a new turbo soon.” Surprisingly, the ignition is not an exotic electronic race system, but a re-worked VW Polo distributor that was stripped and rebuilt by Trevor Chinn to give the required advance and boost retard. Clearly, this is a man who doesn’t need a Haynes manual! The turbo runs at 2¼bar, and the powerplant revs to 9,500rpm and produces between 550 and 620bhp.

Busting gears

With so much power on tap, putting it down to the ground through the rear wheels has always been a challenge. The car was converted to four-wheel drive at one stage, using a Porsche 911 gearbox with an additional take off for the front drive but, as Paul told us, “We kept busting the gearbox.” Consequently, the Harrolds went back to the drawing board and barn and reverted to two-wheel drive, but stepped up to a Hewland DG300 transaxle, which is similar in overall layout to a VW or Porsche unit, only a lot tougher. Like the early Porsche 911 ‘box, it’s also a five speed with dog leg first gear. “All Hewland ‘boxes are numbered, and our one had been through a few people,” explained Paul. “When we checked, we found ours had previously been in a car that raced at the Le Mans 24 hours.” The other massive benefit to the Hewland unit is that gear and final drive ratios can easily be changed. After fitting this, gearbox unreliability has been a thing of the past, although Paul admits having a dog leg first isn’t ideal as initial acceleration is paramount in Rallycross.

As you might suspect, the suspension on this Beetle is also a bit trick, featuring Harrold-fabricated A-arms front and rear. The front struts are Mk2 Golf, with off-the-shelf Bilstein adjustable damper units. As it was no longer needed, the rear torsion tube was cut away, and an integral rollcage tied in to braces and yolks that hold the gearbox firmly in place. The front end features Audi power-assisted rack and pinion steering.

Wheel size is limited to nine inches in width, so a set of 15 x 9-inch British-made Revolutions are fitted front and rear. Avon Tyres supply the racing tyres and are currently the only sponsor – although the Harrolds would welcome more (if you think you can help, you can contact James by email at jharrold690@googlemail.com).

The bodywork uses glass fibre panels wherever possible. The wings were made specifically for the car and are two inches wider at the front and four inches wider at the rear. The rear spoiler has an integral intercooler, which has proved very effective, Paul telling us the cylinder head temperatures stick around 90 degrees Celsius during race conditions.

Taking a break

After Peter passed away in 2003, the Beetle was laid up as Paul and James concentrated on the Stock Hatch Rallycross Championship, which James was competing in driving a Peugeot 205GTi, finishing the 2003 season as class champion. James welled up, understandably, when he told us, “My uncle was around for my last two races of 2002, but we lost him the following year. I wanted to win that year as a mark of my respect to him.

“The following year, the Pug was sold, but the Beetle remained in storage, as father and son concentrated on other interests in their spare time, James taking time out to set up his own business, Rocklands Mere Fishery. However,



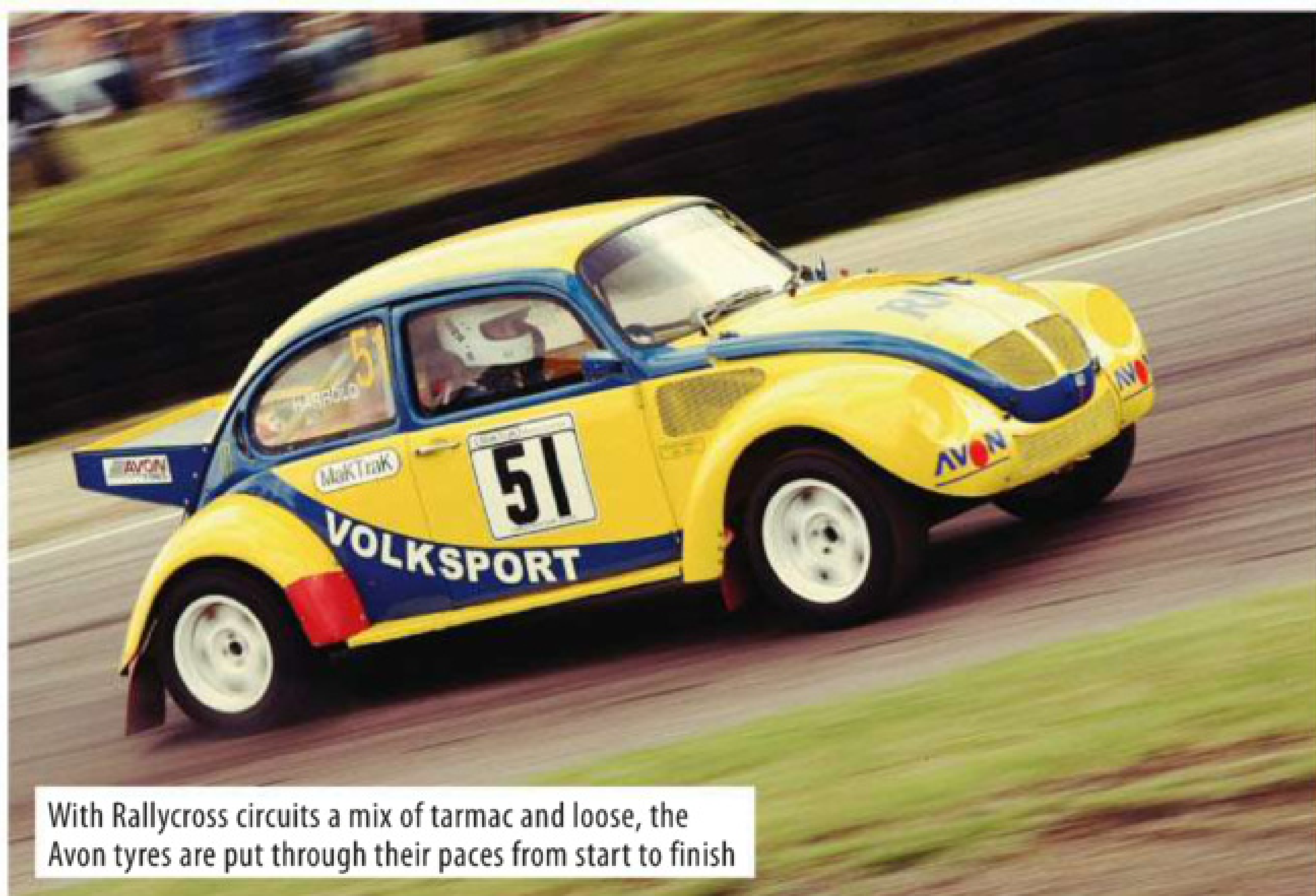
Race pedal box has a hydraulic clutch and adjustable brake bias



‘Fly-off’-style handbrake is also hydraulic



“It revs to 9,500rpm and produces between 550 and 620bhp”



With Rallycross circuits a mix of tarmac and loose, the Avon tyres are put through their paces from start to finish



An FIA-approved Corbeau Revolution Kevlar / GRP seat holds James tight in the car



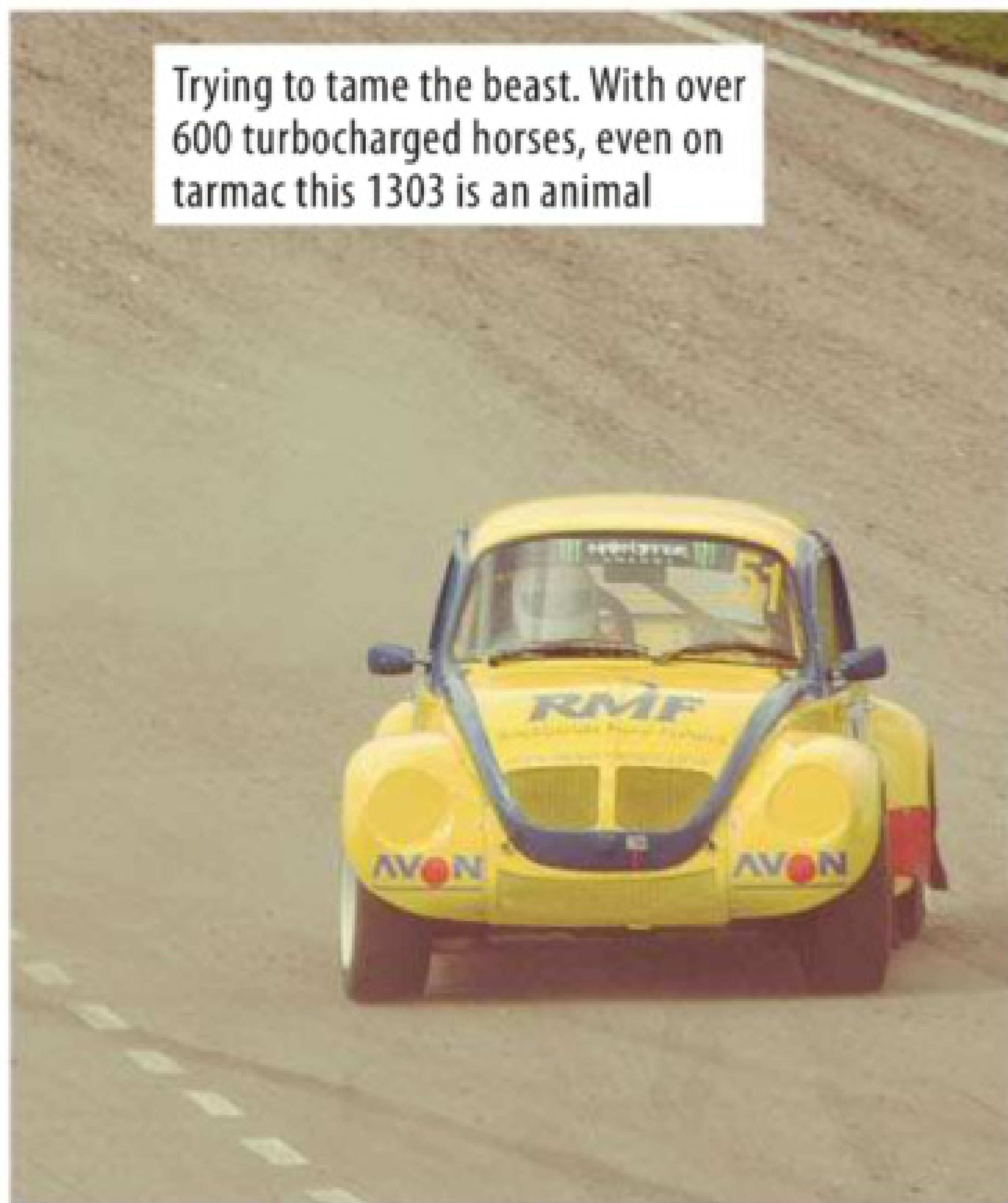
It's great to see the PPJ Racing Beetle back on track. After a long sojourn, it was rebuilt by Paul and James Harrold and Trevor Chinn



Water, power steering fluid and oil tanks are housed under the bonnet



Every available bit of space has been used. It must be hard work getting to the battery!



Trying to tame the beast. With over 600 turbocharged horses, even on tarmac this 1303 is an animal



Brother, uncle and VW legend



Unspent fuel on the overrun does this. Cool



We can't wait until the next round at Lydden Hill...



“I wanted to win as a mark of my respect to my uncle”

To see just how quick the PPJ Beetle is go to www.volksworld.com/rallybug

time is a great healer, and a few years back Paul and James decided to drag the Beetle out of storage and into their workshop, where it was stripped, checked over and rebuilt in preparation for an assault on the Ripla Retro Challenge. The time had come to celebrate Peter's place in Rallycross history and continue the family tradition.

Warm welcome

It's a no-brainer to me, as sitting beside a lake in the peace and quiet may be appealing to some people, but how could it ever compete with the kind of rush dropping the clutch on this insane Beetle must give you? After the rebuild, a period of testing and tuning followed, and this year saw the car back out battling on the Rallycross circuits of Britain. As a very well known historic Rallycross car, the old Beetle has been given a very warm welcome, and it's performance stands up as a fabulous example of what “a group of amateurs from Norfolk”, as Paul refers to their efforts, can come up with. If you want to see this car in action, and we do mean action, get yourself to Lydden Hill over the weekend of August 24-25. Welcome back Paul and James, we've missed you! And, while we're at it, Peter and John too, who will remain in our memories as long as this incredible Beetle does. Legends. ■



BEHIND THE WHEEL

“It's always a shock to the system! I don't really get enough time behind the wheel, but I don't think you could ever get used to the power. It goes from zero to top gear in around six seconds and is geared for 128mph, but it all happens so quickly it's hard to take in. It revs to 9,500rpm, and there's a little bit of turbo lag, but you only find it if you let the revs drop. My dad always says the engine is in the wrong place, but the power comes in and it really digs in off the line. I use the hydraulic handbrake on the loose and it gives me a similar effect to left-foot braking. Again, to quote my father, ‘You've got to be able to control the boost on the loose.’ That's the tricky bit. Although it's an animal, I'm not scared of it, but I am scared of stuffing it backwards into a wall, as the car is like a family heirloom. Not that that means I don't race to win! ■

THE HISTORY



◀ We felt it only right to show a photo of the late Peter Harrold, the British Rallycross stalwart behind the PPJ team. He sadly passed away in 2003

➤ Here's the car racing in the '90s, when it ran the Norwich VW Club logo across the bonnet. Note the extra cut-outs in the bonnet for the radiator, and the flamethrower!



◀ Now sporting major Autocavan logos up the sides, and racing against ex-Group B rally cars (remember them?) such as Metro 6R4s and Ford RS200s

➤ And as you can see, the Beetle was a force to be reckoned with



◀ This shot shows how complex the overhead cam set up is. How many belts can you see?

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Sympathy for the devil

What do you do when your pride and joy is condemned by the MoT inspector, but you don't want to lose the character it's built up over the years? You call someone with a lust for rust

Words Gordie Woollacott Photos Dan Pullen



B

uilt not bought is a phrase you will undoubtedly be familiar with. In fact, I believe you can even buy a sticker to adorn your 'built' ride to advertise the very fact. But having the skills to 'build' a car is one thing, having the time to invest is another. If your planets have

aligned and brought these two oft-sought commodities together, culminating in the car of your dreams residing in your garage thanks to your very own blood, sweat, tears and time, then a comic sans sticker boasting the fact is the least you have earned. For the rest of us mere mortals, there will always be people like Tony Longhurst, owner of Lust for Rust (www.lustforrust.co.uk / tel. 01622 871963).

However, before we dive head first into Tony's Kent workshops, let's meet the man whose vision he created. Mark Sheppard, from Rochester, has been around the world of Volkswagens ever since attending Run To The Sun in 1992. "I went down with a load of mates," Mark tells us. "There were still a lot of hot rods around back then, but it was the VWs that won me over."

Not long after that heady weekend, a ready-made Cal Look '67 found its way into Mark's hands. "I'm no mechanic," he admits, "so I bought one that had been

done. From memory, it was Turkis Green, had RS alloys and was very low. It really was 'of-the-time'." Mark survived one of the early '90's Bug Jam festivals and has been a regular ever since, though the '67 eventually made way to fund his years at university. Some time after that, a yellow '72 filled the Beetle-shaped hole in his automotive world. "The '72 was pretty normal. It wasn't modified at all. I had it for a few years and drove it every day until I could afford to buy the Ghia."

This 1965 Karmann Ghia, a vehicle that no self-respecting air-cooled fan would kick out of bed for leaking oil, came to Mark around 14 years ago in what was advertised as a fully restored state. Certainly, on the face of things, everything looked as it should do. It wasn't until the first summer of ownership, when the outside temperature reached a scorchio 90degF, that things started to go wrong. "We'd been to a show and, when I came back to the car, I noticed that small patches of the paint had started to bubble up. Eventually, the blisters just started peeling off." Blistering happens either when rust is pushing its way through, or when a car is allowed to get damp during the paint process. If further paint is applied before the moisture has dried, adhesion is affected, and eventually leads to blisters in the paint. The only solution, if you're unfortunate enough to have this happen to your



vehicle, is to repaint it.

"I was devastated, as you can imagine. I had come to love the car, but just couldn't afford to have it rectified at the time, so I ran it like that for almost 10 years. Around six years ago, I had the wings done, but it was just a cheap job with the purpose of simply warding off rust."

However, four years ago, the Ghia finally came to the end of the road in its blistering state. "I took it to my friendly MoT guy who I have used for years. With the car on the ramps, he just looked at me, shook his head and said, 'Mark, I can't pass it this year.'" To be fair, it wasn't a surprise, and Mark had already begun making enquiries regarding a possible restoration. "The Karmann Ghia Owners' Club has been a great source of information for me, and it was them who recommended Lust for Rust to me." He made contact with Tony, and the car was booked in for a full, but sympathetic restoration. Unfortunately, or fortunately, whichever way you care to view it, Mark was made redundant just before the car was due to go in, so it was put on hold for a couple of years before the project was back on track, thanks in no small part to the success of Mark's new business venture.

The new business wasn't the only change in Mark's world. Around the same time, he and wife, Naomi, had

TECH INFO

BODY: Stock 1965 Ghia, repainted in L271 Texas Brown

INTERIOR:

Stock black vinyl

ENGINE: Later

1600cc twin port

GEARBOX:

Stock

replacement

SUSPENSION:

Front beam with

single adjuster,

rear tweaked on

the splines

BRAKES: Beetle

front disc brake

conversion, stock

rear drums

WHEELS AND

TYRES: Stock

VW solids, baby

moon hubcaps,

whitewall flaps

their first child, Joshua. "It's amazing how much Josh's arrival affected the restoration of the car," continues Mark. "Suddenly, safety became the number one objective: I needed disk brakes, rear seat belts and a reliable engine."

Eventually, having languished in Mark's garage for a number of years, and after one false dawn, the Ghia finally found its way into Tony's Lust for Rust workshop. "It arrived in a pretty sorry state," recalls Tony. "We stripped it down and sent it off for blasting and waited to see what we had left to work with." In the event, what Tony had left to work with was not a lot. "All of the usual areas were bad – the sills, the lower wings, heater channels and even the top of the front wings around the headlights had gone. We were dealing with some serious corrosion, and a number of car park dings and such like."

All four corners

A debate followed on how things should proceed. The option to replace all four corners was discussed, but eventually ruled out in favour of cutting out and replacing the rotten sections, retaining as much of the original car as possible. Being a skilled fabricator and welder, Tony was more than up for the task. "The only panels we bought in were the sills. The rest we made by hand." No small achievement when you consider that every single panel on the car needed some kind of attention. "Yes, this was a serious nut and bolt, ground-up restoration."

The car also went through a colour change, from the metallic blue it had arrived in to the Texas Brown it left in. "Mark was influenced by a Swedish car he had seen,

✓ Mark's choice of L271 Texas Brown was a brave one. Even if you like dark brown, you either love it or hate it on a Ghia



➤ Having been given a leather re-trim at some point in the past, the interior was left as is. It's nicely 'run in', and the idea all along was to retain as much of the car's character as possible...

✓ ...but always with an eye on safety. Hence why the wiring loom is all new



➤ The 1960's D-ring steering wheel used on Beetles and Ghia has to be one of the VW design department's finest hours. They just look so right



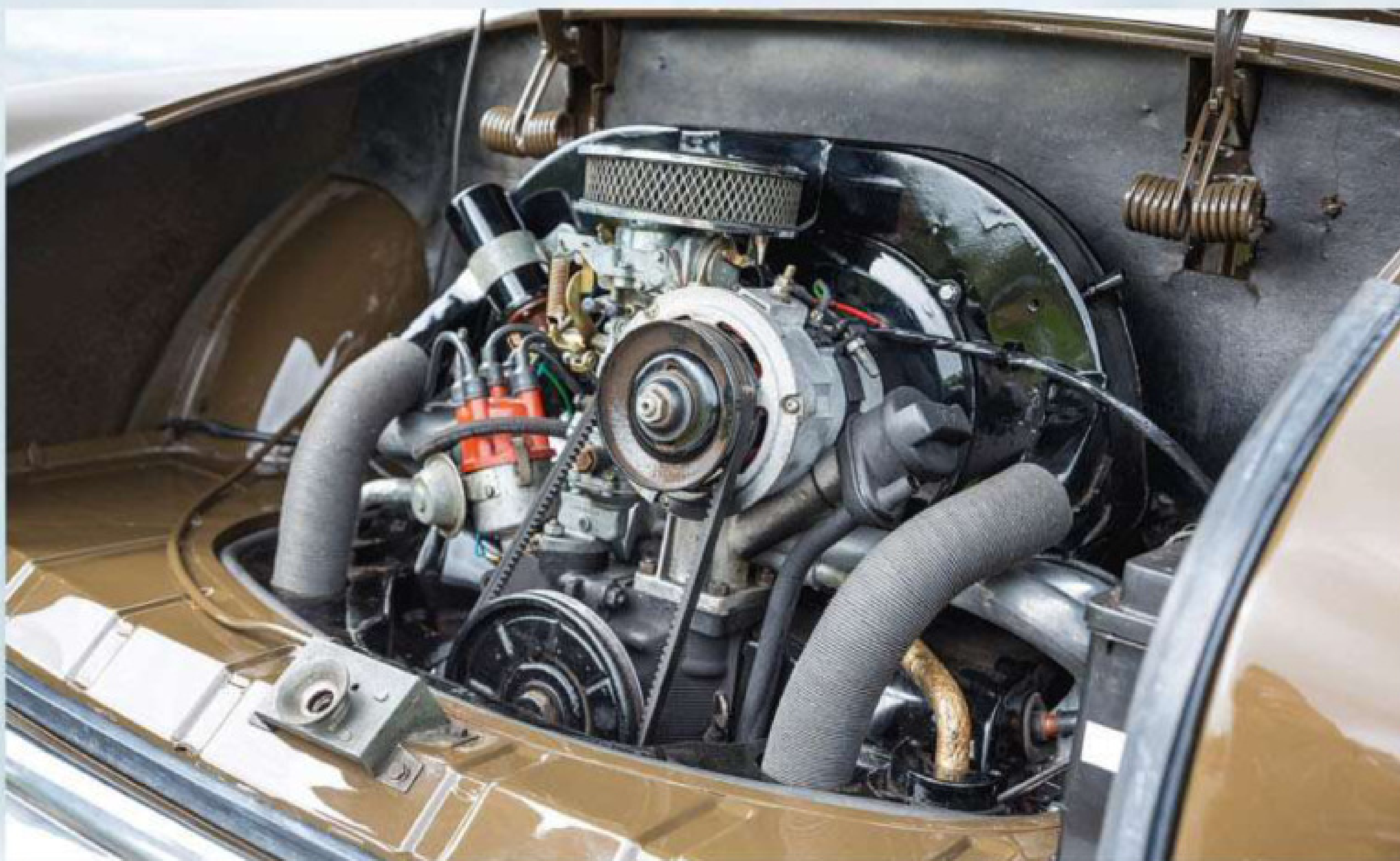
“The only panels we bought in were the sills. The rest we made by hand”

1965 KARMANN GHIA

explains Tony. “We went through a number of browns before he finally chose Texas. I personally love it, although not everybody else was into the brown.”

Sharing the workshop alongside Tony is Paul Day of Day's Auto Services. “We've worked closely together on a number of projects,” says Tony. “Paul takes care of the mechanical side of things.” To that end, the front beam has had an adjuster welded in to play around with the ride height, whilst the front brakes have been upgraded to a stock Beetle disc set up, as per Mark's new child-friendly remit. A complete new wiring loom was also installed, along with new brake and fuel lines.

The 1600 engine that had been fitted in the past was perfectly serviceable, so it was simply given a service and some freshly painted tinware.



Safety first

One of the more arduous tasks Tony faced was keeping the original headlining intact. “Mark wanted a sympathetic restoration, and specifically requested we keep the headlining. As you can imagine, it was very brittle but we managed to retain it, as well as our patience!” The rest of the interior remained as it was, but with three-point inertia seat belts fitted in the rear. “Safety was a key consideration throughout this build, so we fabricated a cross brace to fit behind the rear seat, so the only modification required was to run the belts through the parcel shelf. The brace bolts through the chassis via four 4-inch spreader plates fitted either side of the bodywork. This kind of installation will stand up to any test.”

The last thing to be replaced was the gearbox, but only after Mark had pushed Tony to finish the car in

time for Bug Jam. “We finally got everything together at around 4am,” recalls Tony. “It was only after the show that Mark called to say he'd forgotten about the gearbox issue he used to suffer as the car had been off the road for so long. So we got the car back and, after having just completed the rebuild, carefully pulled out the old 'box in favour of a new one!”

Mark told us he has plans to overhaul the exterior chrome at some point, but the interior will stay. “It was given a leather re-trim 16 years ago, and it's worn in like your favourite jeans. With a two-year old jumping all over it, it's perfect. Cream carpets are not on the shopping list right now, that's for sure, but driving and enjoying the car definitely is.” ■

▲ 1600 twin port is not original to the car, but was left alone as it works perfectly well and scoots the car along just fine

“Mark wanted a sympathetic restoration”



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Capri sun

Okay, so it's not a concentrated fruit drink, but it is Capri Blue and it has got a sunroof, and it definitely puts a smile on its owner's face

Words Mike Pye Photos Thru-a-lupe photographic

I

t's always a little difficult to write a feature on a car that has changed owners since it was built as part of the deal is getting under the skin of the owner, finding out what makes them tick, and why they chose to go down a certain path with a particular car. Sadly, in the case of Alan, the guy who imported this car from New York State, started the process of restoring it and then handed it over to Hayden Watson at Panel Kraft

to complete, the destination he arrived at at the end of the journey wasn't quite where he expected to be. Having long held a dream of owning an IDA-motor'd Cal Look Beetle, he saw that dream through, but then found the car didn't live up to his expectations. That wasn't to say there was anything wrong with it – far from it – more perhaps that his expectations had changed in the time it had taken to make it happen, and what he wanted out of his dream VW was different from the reality, so he made the decision to put the car up for sale and move on with his life. Still, they say one man's loss is another man's gain, and the person who gained in this instance is its current owner, Phillip Hayward. Phillip is a seasoned VW owner, who has logged plenty of miles behind the wheel of various different models over the years, and perhaps better understands what to expect from the driving experience of different types.







Repeat after me: nose down, de-chromed, trimless window rubbers, t-bars, IDA motor, big 'n' little tyres. That's the Cal Look doctrine right there

“A rather unfortunate handbrake-related incident”

It was a rather unfortunate handbrake-related incident on his own drive that led to him being in a position where he had some insurance money to spend on a new car, even if he had lost his much-loved Karmann Ghia in the process, it becoming the filling in a Split Screen Bus and New Beetle convertible sandwich. “The Ghia was a write-off,” he recalls, “but it had a 2110 in it and a set of genuine Fuchs, so I was able to save those. The engine went in the Bus and I’m still deliberating over whether to replace the repro wheels

on the Beetle.” With a bit of money in his sky rocket, he went looking for something to replace the Ghia with, and that’s when he found the advert for this car on VZi. “The car was like new. Panel Kraft had finished the restoration about 18 months earlier, but the lad that owned it had only done about 50 miles in the car. Apparently, for whatever reason, he was loathed to drive it,” Phillip explains.

“As soon as I saw it, I could see it was a nicely built car, but I trailered it home as it had a horrendous oil leak. It was a bit of a bind having to take the engine out and fix that, and I put some new pushrod tubes on it while it was out, but it’s oil tight now and just lovely.”

Brake dancing

Rather surprisingly, when asked to sum up the driving experience, Phillip was at a bit of a loss: “Er... I don’t really know what to say,” he replied. “It’s, well, it’s just a nice car to drive.” Pushed for a bit more information, he admitted it has that classic Beetle foible of locking the front brakes up under hard braking, but said that’s something he just has to live with. “My Bus has a 2110 in it and four wheel disc brakes as well, but it seems to stop better because of the extra weight. The Beetle really needs a couple of bags of cement in the front as they’re just too light over the front wheels to brake really effectively, especially when you’ve only got narrow front tyres like this has.

“I did have to re-jet the carbs as it was a little hesitant from idle to main jets, but otherwise the engine is

TECH INFO

BODY: 1965 ex-LHD US-import Beetle; de-chromed, with Golde sunroof section let in; L335 Capri Blue paint
ENGINE: 2276cc Type 1 (82 x 94); Scat crank, cam and H-beam rods; Wiseco pistons; Brothers Machine Shop welded VW heads; dual 48IDA Webers

GEARBOX:

Stock 1500

BRAKES:

Airkewld BAD front discs; rear disc conversion

WHEELS AND

TYRES: 4.5

and 5.5 x 15 MWS Foosh; 145 Firestone and 205/65 Federals
SUSPENSION: 2-inch narrowed, adjustable beam; stock rear; KYB shocks all round

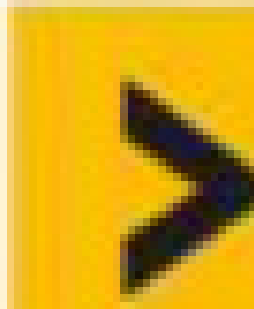
lovely. Even with a stock gearbox (thought to be a stock 1500 unit), everything suits and works together. It howled a little when you lifted off at around 80mph, but I put some Molyslip in the gearbox and that made a vast improvement.”

And what about the ride quality, are you happy with that? “Yes, it’s lovely. As it’s set up, it drives just fine.” Clearly, I was dealing with a very satisfied customer here, and when I suggested that, Phillip let out a slight chuckle, “Yes, I am. I’m just glad the other guy paid all the money and I got it for what I paid for it.”

So what exactly did he get for his money? Though, as you can see, it’s a right-hand-drive sunroof car now, the ’65 actually left Wolfsburg a left-hand-drive tin top, destined for America. At some point it was restored, modified and fitted with a full-length sunroof section, though by the time the car was put into Panel Kraft for restoration, it was looking rather sorry for itself. Hayden: “The sunroof had been put in on the wonk, and in the wrong place. Whoever had done it had made a right dog’s dinner of it. So I replaced that with a Golde sunroof section and, on the owner’s request, converted the car to right-hand drive. Then it had a lot of repair work – a-post, valances front and rear, spare wheel tub, a rear quarter, repairs to the inner front

and rear quarters, floorpans and heater channel bottom plates. Alan supplied a replacement bonnet and a set of Day Mouldings wings and I put it all together for him.

“I did try to explain that what he was asking of the car wasn’t really going to happen. No matter what we did, it was never going to be a car he could rag to and from work every day

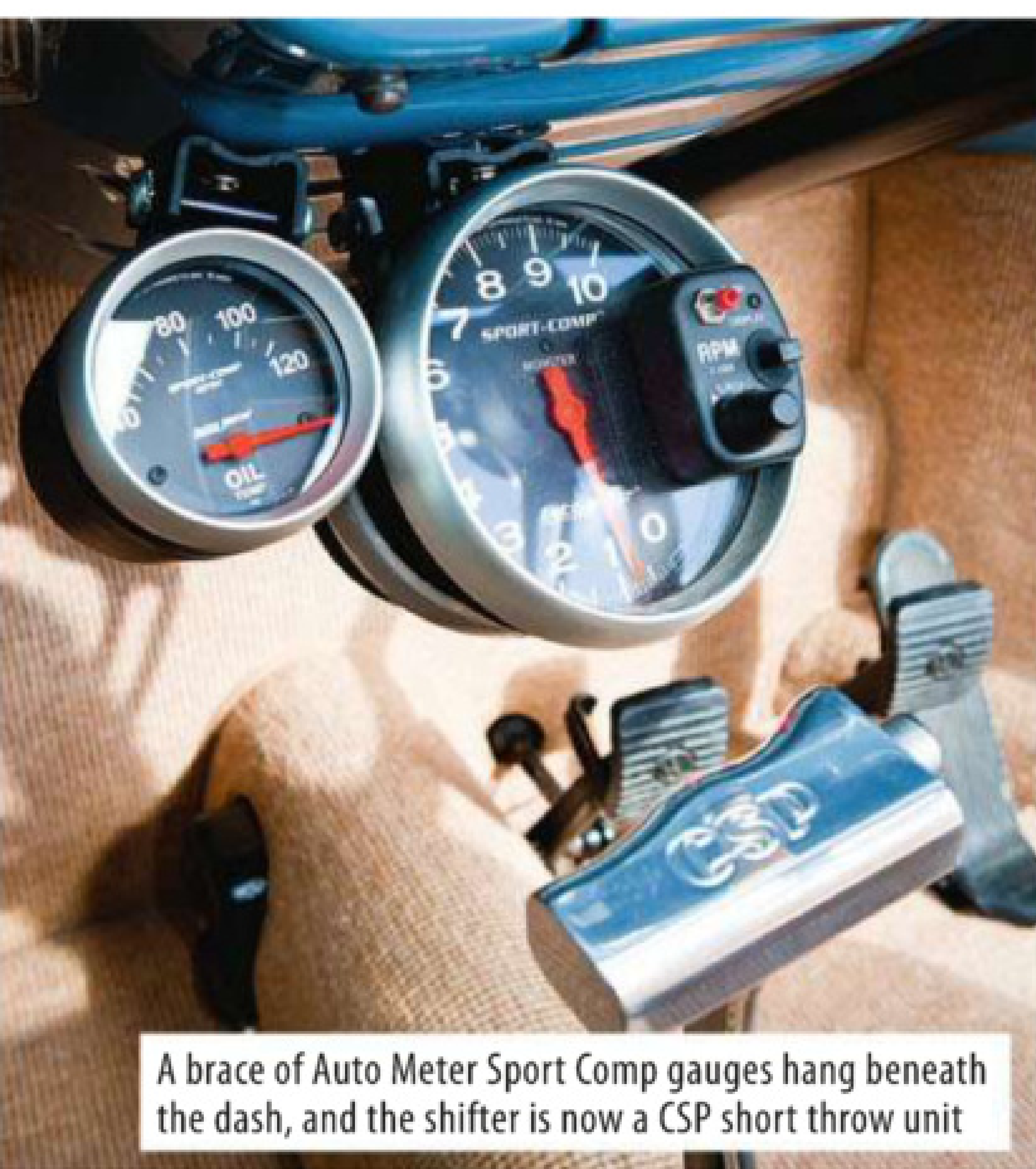




For those who may wish to put one in their ride, that's a Grant Classic nostalgia steering wheel right there



Delux interior is just that, Deluxe. Full leather, West of England cloth headliner and square weave carpets. Yum



A brace of Auto Meter Sport Comp gauges hang beneath the dash, and the shifter is now a CSP short throw unit



It's had a new spare wheel well but you'd never know it



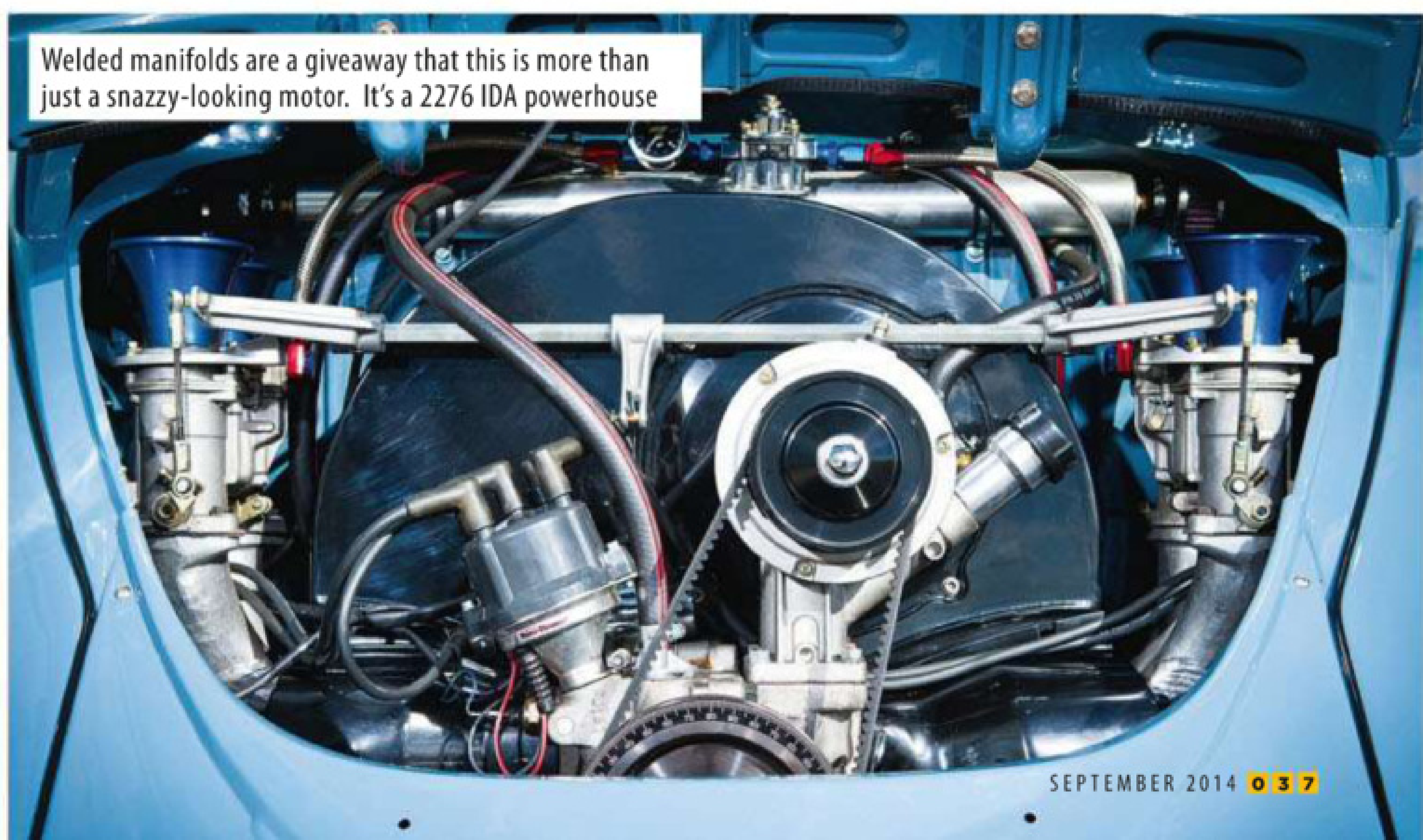
Exhaust is an 1 5/8-inch stainless header with a fat boy muffler



Four-wheel discs aid braking (sort of) and use Wilwood calipers up front and Golf calipers at the rear



Compared to what's being spent on VWs these days, this was a 'cheap' resto when it was done, but it's clear there was no skimping on quality anywhere



Welded manifolds are a giveaway that this is more than just a snazzy-looking motor. It's a 2276 IDA powerhouse

and never have to do anything with, but I think he'd had this dream to build this car for so long that he was determined to see it through, only he'd moved on a bit by the time he had the money to do it, which was a bit of a shame really."

Once all the metalwork repairs were completed, Hayden prepped and painted the car in his usual meticulous fashion in L335 Capri Blue, an earlier colour used by VW on '58 Beetles, and had the 'pan and all the running gear powder coated black. Alan had supplied an off-the-shelf 2-inch narrowed beam, KYB shocks and the front and rear disc brake conversions – the

fronts being an Airkewld BAD set up with Wilwood calipers, the rears one of the old kits that were available years ago that combined Porsche 914 discs with Golf calipers. "It works, but it's not the nicest conversion around," recalled Hayden of the latter, "and I seem to remember having to have some handbrake cables

custom made as the ones supplied didn't fit at all."

As the car went into Panel Kraft for a full restoration, it goes without saying the 'pan was built up with all new components and re-assembled with stainless fasteners and new gaskets and grommets throughout, before the body was bolted back down and the car sent off to Pete at Delux Interiors in nearby Bedfordshire to work his magic. Alan asked for a stock-style full beige leather re-trim, wool headliner and square weave carpets, so that's exactly what he got. These are aided and abetted by a matching leather handbrake gaiter and static three-point seatbelts in a complementary colour, and the whole office looks to be a very nice place to spend some time.

The real fun bit, however, is hiding away out of sight

in the engine bay. It's a 2276cc Type 1, based around an Autolinea aluminium case, machined for 94mm barrels and a Scat 82mm counterweighted crank. Onto this is hung a set of Scat 5.4-inch H-beam rods, which push and pull a set of Wiseco forged aluminium pistons. The cam is also from Scat, though the exact spec has been lost in the mists of time, while the heads are from Brothers Machine Shop in Ontario, California. They're a set of their D-port modified VW heads with 42 and 37.5mm valves, match ported to a set of the company's welded IDA manifolds, above which sit the engine's crowning glory – a brace of 48IDA Webers with blue anodised velocity stacks. Asked what the power output is, Phillip replied, "I've never had it tested, but it's enough to make me smile!"

Kick back and enjoy it

And talking with Phillip, it seems that's what this car is all about for him. I don't like to use the word lucky in regard to what people have attained in their lives, as I firmly believe you make your own way in life, but I will say Phillip was fortunate to have been able to take early retirement at the tail end of his 50s, so now has the time to kick back and enjoy his toys to the full. "If the weather is really nice, I'll go out in my 1776cc Prowler Beach Buggy. If it's just quite nice, or I'm going to a show, I'll probably take the Beetle, but otherwise I'll use my Split Screen Bus." That, incidentally, is an original paint '67 with a 2110, Red 9 independent front suspension, IRS and four wheel disc brakes. There's also one of the first three New Beetles brought into this country on his drive, the ex-Brian Burrows, VW Action promo Bug, but Phillip says that rarely gets used in preference to the other cars. Asked if there was any other VWs he'd like to add to his collection, Phillip admitted a Lowlight Ghia would be nice, but that he'd have to sell something to make that happen. "The trouble is, I don't really want to sell anything. I'm happy with what I've got... [pause] yes, I'm quite happy with what I've got." Wouldn't you be? ■

"I've never had it tested, but it's enough to make me smile!"

Despite this being the classic California Look formula, it's one we don't see too often these days as most people now seem to opt to leave the chrome trim in place. Personally, I dig a de-chromed Bug



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Elementary

Graham Angus has combined elements from the water- and air-cooled scenes to create a Bus that turns heads in both

Words James Peene Photos Dan Du Crôs @ www.junctioneleven.com

A

s amazing as the air-cooled VW scene undoubtedly is, there's no getting away from the fact that it can be a pretty closed book at times. Sure, you hear a bit of bleating about thinking outside the box, and there's the occasional metalflake

maverick banging the drum for proper customs, but the truth is our scene is so riddled with cliques and self-appointed experts / doyens of style, that whenever someone does try anything remotely different, the results are invariably greeted by the sounds of teeth being sucked and a chorus of 'I'm not sure about that.' Which is probably why so few people stick their head over the parapet and try anything out of the ordinary with their builds. And it's most definitely why the entire *VolksWorld* staff – with one notable exception – felt a trouserly stirring when Graham Angus' '71 SO67R rolled into Sandown Park in March of this year. In fact, we loved it so much we bestowed our ultimate seal of approval upon it, a place on the turntable on our very own stand, making it the first Bay that's ever been given that position. The judges obviously agreed with us, as it drove home on Sunday afternoon with a well-deserved and received Top 20 award, and the Prosign Choice, too.

A big rubbery one

Those of a more enquiring mind will no doubt have picked up on the 'one notable exception' to the near universal love felt for Graham's Bay, and you might be surprised to learn it came from our resident Golf buff, who wasn't into the Westy for the very reason the rest of us went a big rubbery one over it – those BBS wheels. To us air-cooled boys, seeing something from our world rolling on something entirely different was a breath of fresh air, but to him, and as Graham freely admits, "The BBS RS is the water-cooled scene's equivalent of the polished Fuchs. It's just that to us they're different."

At this point in the tale, it's worth mentioning some of Graham's previous motors. They'll be cars the majority of you will most likely be familiar with, and they'll shed a little light on how this Bus came about. Graham: "I blame *VolksWorld* entirely! I think I bought my first issue in about 1990. It featured *Targa Bug*, amongst many, but I was particularly taken by a pillarless Squareback on Rivas. I even got detention for reading that magazine under the desk during a lesson."

Whilst we're not about to take any blame for Mr. Angus' education, he was at least correctly schooled in the ways of VW, cutting his teeth on a '72 1200 Beetle that he lowered, painted Ford Citrine Yellow and treated to a grey velour interior. "I was a naïve teenager so, when it failed its next MoT due to rot underneath, I





■ '71 BAY WINDOW

didn't have the money to fix it. I learned a valuable lesson though."

What Graham also learnt was how you could build up a pot of cash by buying and selling cars and parts, trading up to bigger and better things along the way. "Like most car guys, I'm constantly coming up with ideas of things I'd like to own or build." The most notable of which was his red Resto Cal-themed '76 Golf that won several trophies, including Best Resto Cal at VW Action in 2008, pipping many pukka Beetles to the post, making it surely the first and only water-cooled car to win such an award.

Winning formula

Combining the best of the water- and air-cooled scenes was a winning formula that Graham repeated again on his 1970 two-door Audi 100. Slammed over air, it was featured in a few mags, and picked up a trophy or two before he sold it on, including Car Of The Show at the *VolksWorld* 25th anniversary bash at Brands Hatch. A big surprise to all, considering it's a water-cooled Audi!

Truth be told, the Audi only came about because this Bus was taking longer to complete than expected, and Graham wanted something cool to drive. "The Golf was built as a show car, but it was no good for the family, and I wanted something I could enjoy with my daughter and wife. It just got a bit out of hand. The quick repaint turned into a blasted 'shell and, once you've gone that far, you might as well get this and that chromed until you end up with this. I'm really particular about stuff and tend to over think things. There's a lot of beard scratching as I'd rather do it once and get it right. It was never about building something overly custom, just a cool Bus done the way I wanted it."

So that's the why, but how about the where, when

TECH INFO

BODY: RHD 1971 Bay Window in L346 Mango Green and L82 Silver White

INTERIOR: SO76R Westfalia

ENGINE: 2007cc stroker; twin Weber 40IDFs; CSP bellcrank carb linkage; Vintage Speed exhaust

WHEELS AND TYRES: BBS RS 3-piece split rims in 5 x 112 PCD.

Fronts: 6.5 x 16 with Continental Sport 195/40R16 tyres; rears: 8 x 16 with 205/55R16s

SUSPENSION: Redg Design coilover / wishbone front end; rack and pinion steering; Slamwerks adjustable spring plates

and how? Graham: "I bought the Bus in July 2009. I had quite a specific brief when I started searching for a Camper. I thought it would be nice if it was RHD, that it should have an elevating roof to provide sleeping spaces for all three of us, and it would be nice if we could all sit in the front, too. And it had to be an Early Bay because they look nicer... All of that narrowed my search down to one particular model, as far as I could tell, an SO67R, which I think were only supplied to South Africa, and as such are pretty hard to come by. I tracked a couple down in the UK, but they were either already living happily with adoring families, or were way over what I wanted to spend.

"I'd seen this particular Bus advertised cheaply on thesamba, but I'd passed on it due to the amount of work I thought it needed. Then I got speaking to Simon Hall, who told me he was shipping an SO67R over from South Africa that he was going to restore. I told him to keep my number as I may be interested once it was done, if I hadn't bought anything else in the meantime. I was surprised to get a 'phone call a couple of weeks later saying something had come up he needed money for and, if I still wanted it, the Bus was mine as it was, as soon as it landed. I asked for some pictures, and there it was, the Bus I'd previously dismissed on thesamba, but at



“There’s a lot of beard scratching as I’d rather do it once and get it right”

➤ Deluxe window trim adds a touch of sparkle to the exterior, as do the pukka Hagus mirrors and polished jalousie windows





^ Stock dash, bar the chrome trim rings around the dials and the windscreen vents that have been chromed to match

> Seats were trimmed by Lizzie and Daz at Delilah's Camper Furnishings and the roof bed was made and trimmed by Jon "Faux" on the Early Bay forum





“It’s a bit too
nice to eat
Wotsits in the
back of now”

least the Golf engine and Weller eight spokes had gone!" Oh yeah, we hadn't mentioned that yet. Although it came to Graham running a single-port VW flat four, the previous owner had fitted a Golf engine in the rear, hacked an inspection hatch above it, and cut some functional cooling vents in the rear quarters and engine lid. Fitting the Golf engine in had required some clearancing in the engine bay, and the original engine hanger mounts had been cut out too, but that has all since been returned to original by Larry.

Working arrangement

The Larry in question is Larry Stockford of Retro Custom (www.retrocustom.com / tel. 01462 732182). Graham: "Many people helped along the way but, without Larry and his team at Retro Custom, this Bus wouldn't exist. The original plan was to build a nice family Camper, with me going up on weekends and evenings to help work on it. But we moved to the south coast shortly after it went up to Larry's workshop, so I wasn't able to get up there very often. And, as things progressed, the level of the restoration escalated. It took a lot longer than either of us expected, but we've ended up with a Bus both of us can be proud of. Throughout the process, Larry would always be the person I asked first for advice, or to see whether something I'd thought of would be feasible. I trust him implicitly, and we've become really good friends over the course of the project."

Rather than using a Late Bay panel, Larry let in an engine hatch from a Type 3, but that wasn't all. Graham: "The bulkhead also had to be replaced as the previous owner had crudely converted it to a walk-thru, and the rear light apertures had been cut out to fit larger, modern clusters, so those had to be put back to stock. Retro Customs also replaced the cab floor, due to

the fact it had an enormous hole in it with a piece of steel riveted over the top, repaired the cargo floor, battery tray, windscreen surround and removed about two inches of filler that was hiding a dent in the rear quarter." Both cab doors were also replaced with rust-free originals, while Graham pontificated over paint. "The Bus was originally white, but I decided quite early on that mine was going to be green. Mango was the first colour I thought of, but I still agonised over several other shades before making the final decision and having Paul and Chris at Wilbury Bodyshop (www.wbmisc.co.uk / tel. 01462 422833) lay it on."

The engine came about by chance. "Whilst looking on earlybay.com for an interior, I stumbled across an ad for a Bus out in California. The ad said, '1971 5-speed 1776.' The seller didn't know much about it, but I got in touch with the previous owner, who said it was actually a 2007 hooked up to a Porsche dog leg 901 5-speed 'box. I thought,

▲ The tinware was painted satin black before the decision was made to build a show Bus. Graham now says he'd like to change it...



➤ BBS rims were refurbished by Voodoo Motorsport and run reinforced tyres with the correct weight rating

◀ Graham must be one of the few Bay owners to have put a fixed bulkhead back in their Bus, but as he said on the day of the photoshoot, "I don't want anything anyone else has got"





“I’d like it to be lower, but if it was I couldn’t drive it, so what’s the point?”

‘hang on a moment, that’s worth quite a lot of money,’ so bought it and had it shipped to Larry. The engine and gearbox were pulled out, and the Bus sold on for what it had cost me to bring in. So I got a free big motor, and now have a spare gearbox for my 912, too!”

When it came to the rest of the running gear, Graham says: “I wanted the steering and suspension to be as forgiving as possible. I didn’t want to crash around with my (then) two-year-old daughter in the front, so the beam has been switched out for a Red9 Design coilover wishbone kit with rack and pinion steering. The rear end has been notched and runs adjustable spring plates. It’s as low as you can go with the Red9 kit without tubbing it. I’d like it to be lower, but if it was I couldn’t drive it, so what’s the point?”

Fabric obsession

By now, it goes without saying the interior was given more than your average amount of consideration, with every element having to work perfectly together. “The cabinets came out of an Australian Bus Billy Rogers from G’day Kombis had shipped in, and I found bits of seat and various other components on eBay. I spent hours obsessing over curtain fabrics that would complement the paint colour and Westfalia woodwork, while the seats were trimmed by Lizzie and Daz at Delilah’s (www.delilahsvwcampervanfurnishings.com / tel. 01480 432235) and the curtains made by Phil Gentle at Bespoke Auto Interiors (www.bespokeautointeriors.co.uk / tel. 07976 974816).”

Having taken the best part of four years to build, it may come as a surprise to hear Graham is considering moving the Westy on. Why? Graham: “I’d really like to thank my long-suffering wife, Christina, and daughter, Elsie, who’ve been waiting patiently for the Camper to be finished. It was never the plan to build something to this standard, and but for my vehicle-related OCD, we would have spent the last few summers trundling around the English countryside in it. Everyone is overwhelmed with what we’ve ended up with, and maybe it’s a bit too nice to eat Wotsits in the back of now!” The one thing we can tell you about Graham though is that, if he does to sell it, you can bet it’ll be replaced by something equally as cool. ■

▲ One of Graham’s favourite mods on the Bus are the wooden slats on the Westy roof rack, though he’s the only person tall enough to appreciate them

▼ A new ply headliner was created using the original as a template. It’s how Westfalia intended, only much better



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VW wall art

All old VW literature is collectable, but these period colour charts are just picture perfect

Words Neil Smart Photos Courtesy of Volkswagen



he mere fact you are reading this fine magazine leads me to the easy conclusion that you are interested in old VWs. And whether its Early Beetles or Late Bays that rock your boat, there's a fair chance you may have started to delve into the historic side of VWs, and the

company's excellent use of promotional material.

From the beautiful old paintings of the '50's brochures to the clever, witty adverts of the '70s and '80s, VW's marketing department has always produced things of beauty. For me, collecting the old brochures with their fantastic artwork by Bernd Reuters is a wonderful way to spend time and money, but they have always had their downside. Unless you commit the heinous crime of dismantling them, you cannot frame them and turn them into artworks for your wall.

So, imagine my excitement when one rainy Sunday in May 2001, I was under a gazebo, sheltering from the downpour, at a local classic car rally when I came across what I thought was one of the small Beetle brochures from the late '50s. Typically, these measure about 7 x 3 inches and have around 12 pages in them, with a few images of happy families getting in or out of their Bug, or stuffing three generations and the dog into a Bus to go on a picnic by the lake. But this one started to open... and then kept on opening, like one of those old maps your mum and dad used to argue over in the car.

The consummate collector

What I had found was VW treasure. VW porn even. It was gorgeous, and I could immediately see myself framing it and putting it up on my wall. However, the consummate collector in me first had to do the deal. I probably shouldn't be telling you this, but the method I use to get my sticky, sausagey fingers on things is to put them back and pick up something I have no intention of buying. Add two or three more things to your bundle, remain calm, and ask the chap how much he wants for each item. When he gives you his prices, shake your head, mutter something incoherent and put them back. This gives the message that you are not willing to pay his prices. Then delve a bit more and pick up a couple of other things, including the one you want. Ask again, 'ummm and aarr' a bit, put them back, then start to haggle. Now, if you remember, it was lashing down with rain and it looked like the show was going to be cancelled any minute. "Well, I'm just about the only fool here, so it doesn't look likely anyone else is going to buy it," was my parting shot. Triumph! His initial £15 was knocked down to £8 and I had my trophy.

Upon returning home with my prize, I went on thesamba.com and, using the archive section, discovered that the paint and interior trim brochure I had scored appertained to August 1959 to June 1960. On the left-hand side is the body colour and paint code, next to that the corresponding seat fabric, then the door cards. Finally, on the right is a lovely painting of a Beetle in that colour. Then, below, more of the same in all the colour schemes available that year.

I discovered that similar brochures had been produced for around three years, so then made it my mission to try and acquire the set. It's taken a while, but with various trips to Europe over the years and several lucky finds at shows here, I now have all three Beetle ones, a Notchback one and a Karmann Ghia one which, unlike the others, is printed on both sides – hardtops one side, convertibles the other. Therein lies another dilemma, which side to frame?



Neil paid £8 for his first one, but that was cheap. "I've never paid more than £50 for one," he told us, "but I see them as works of art. And who would have thought Tracey Emin's dirty, unmade bed could be worth millions?"

“VW’s marketing department has always produced things of beauty”

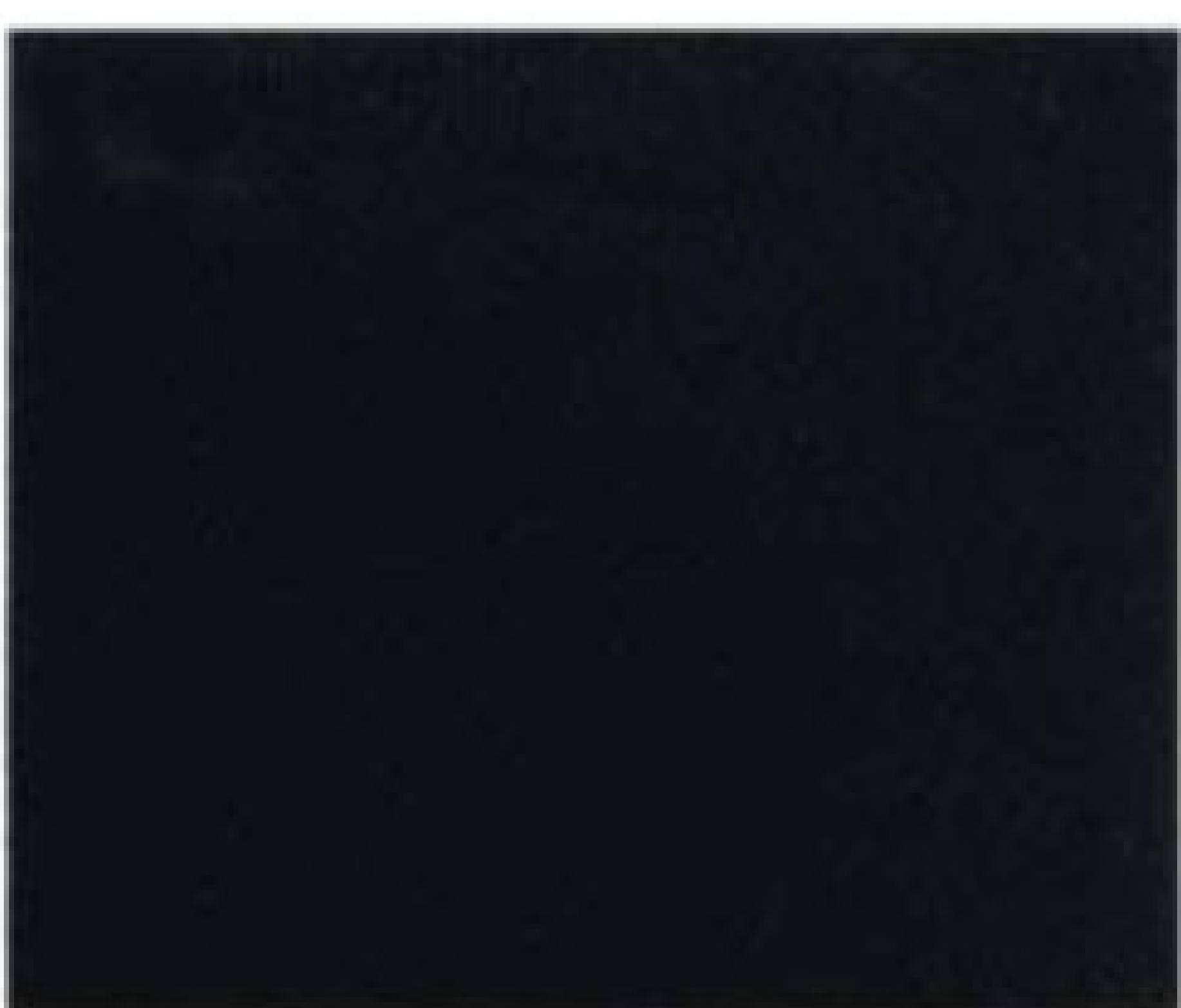
The Beetle ones date from August '57 through to July '60, whilst the Karmann Ghia one is September '57-July 1959 and the Notchback one is from January 1963. I know that because it has 1/63

printed on it. Sadly, VW didn't always date its literature, but that just adds to the fun of the chase.

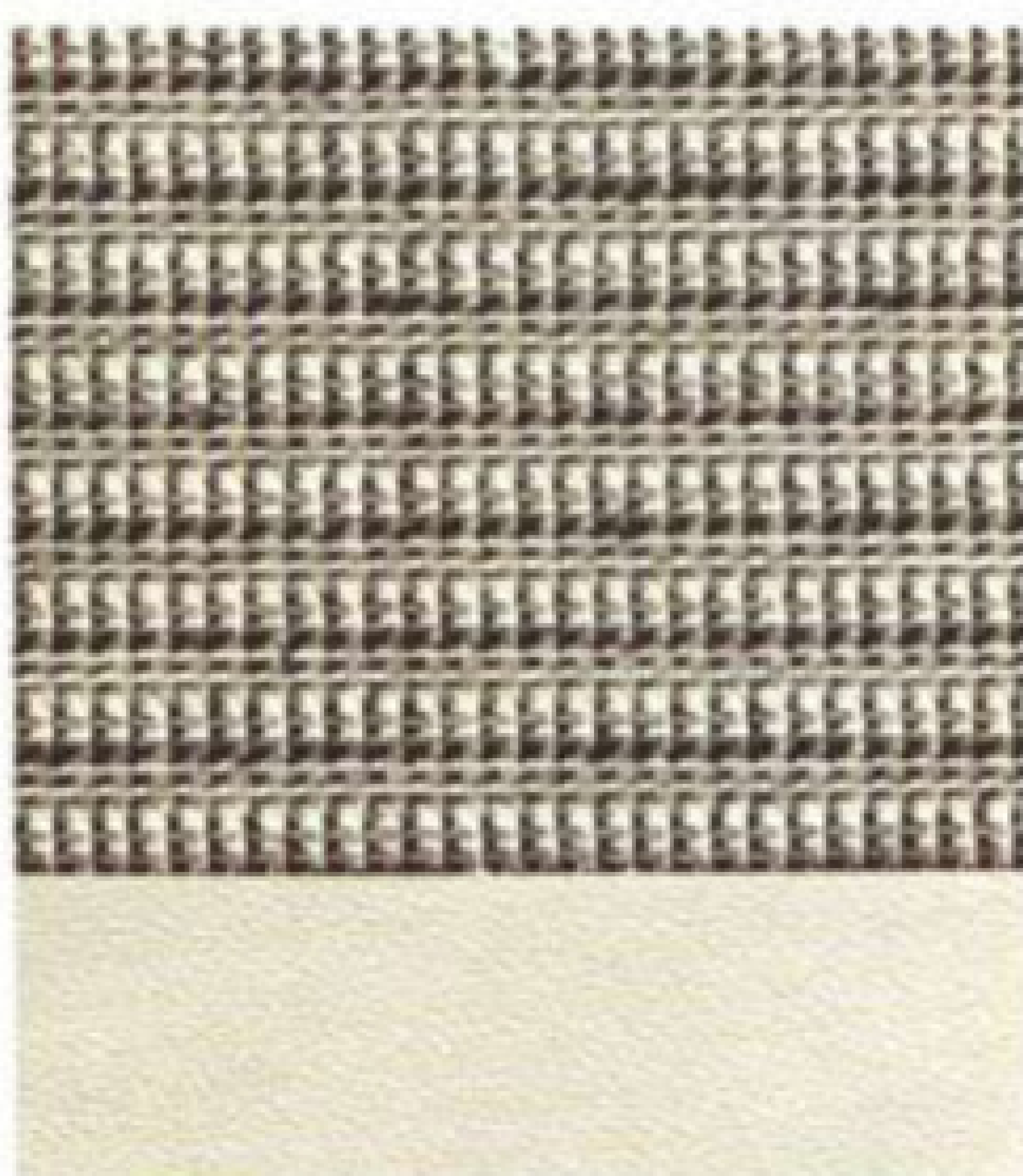
I have since learnt that earlier ones than these are available, but they have simple coloured line drawings of the cars, while later ones have actual photographs, or simply a 'swatch' of the exterior paint colour. For me, the ones such as those shown here are the most charming. One of the details that repeatedly catches my eye is the VW logos on the hubcaps are always the right way up. Seems the devil is in the detail in art, too.

If you fancy collecting some yourself, take care, for I have seen quite a few now which some kindly soul has archived in a ring binder, in the process puncturing the wonderful artwork like one of your nan's doilies! ■

Limousine



L 41



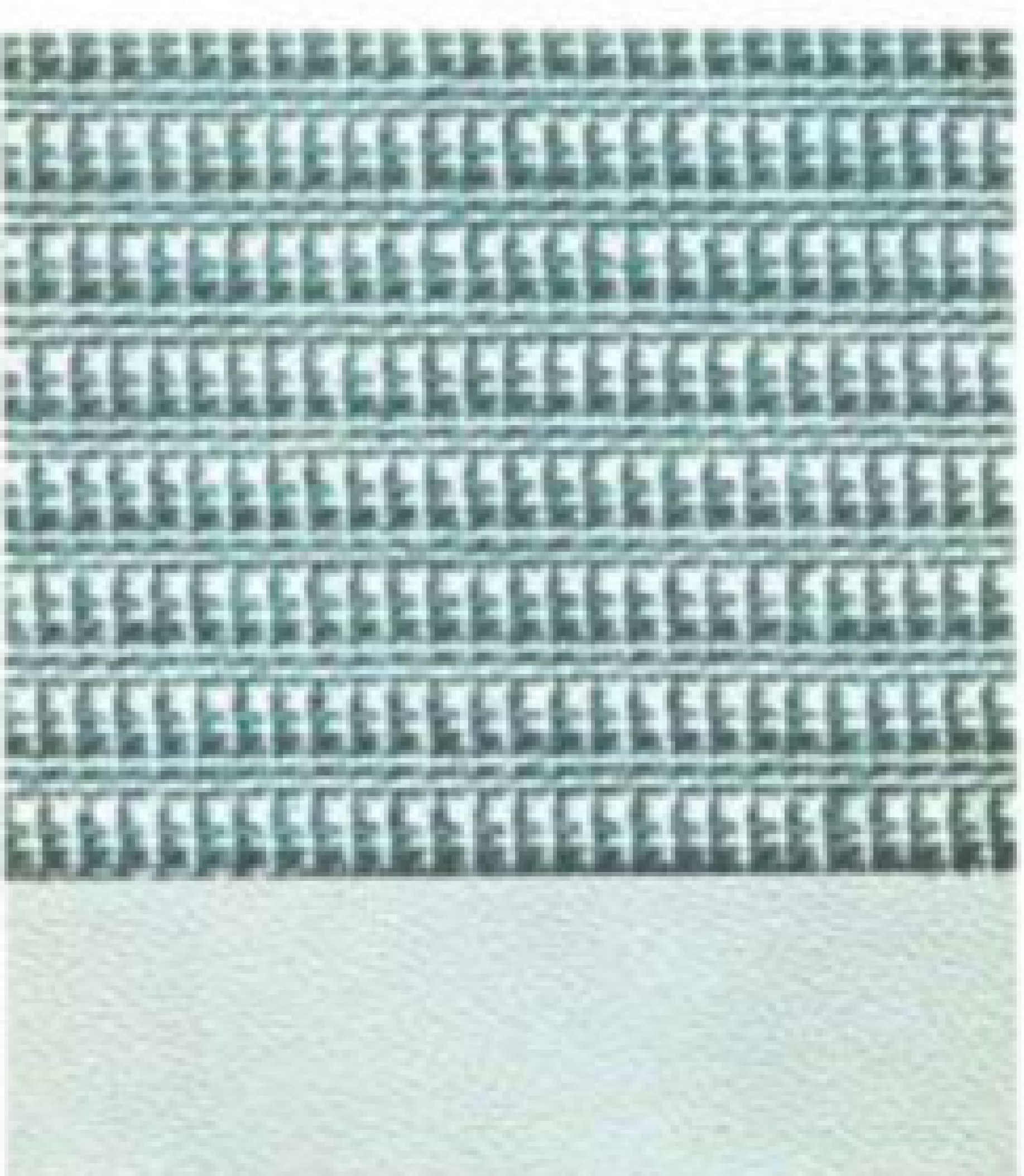
schwarz



Auf Wunsch Weißwandreifen gegen Mehrpreis.



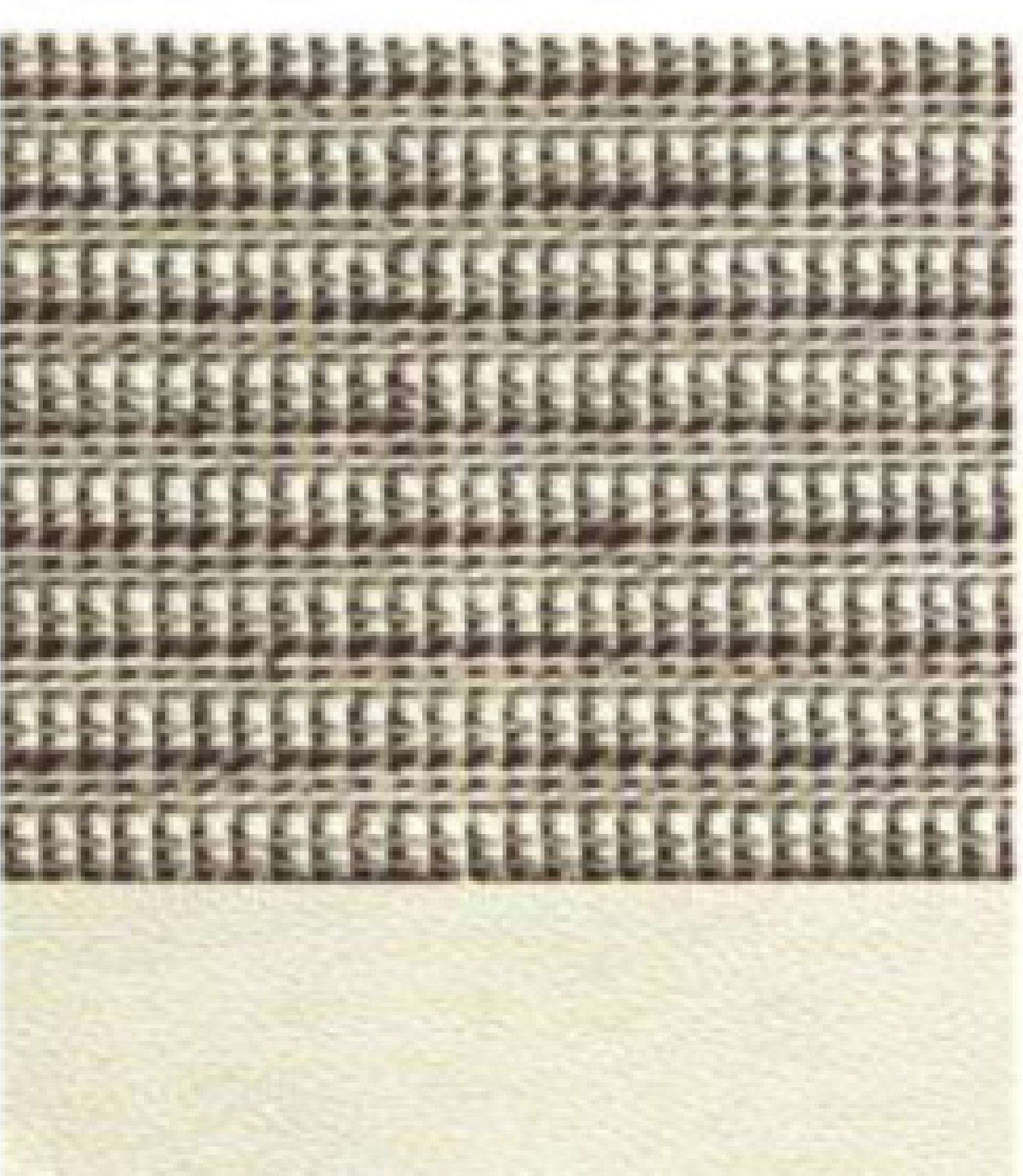
L 391



pastellblau



L 456



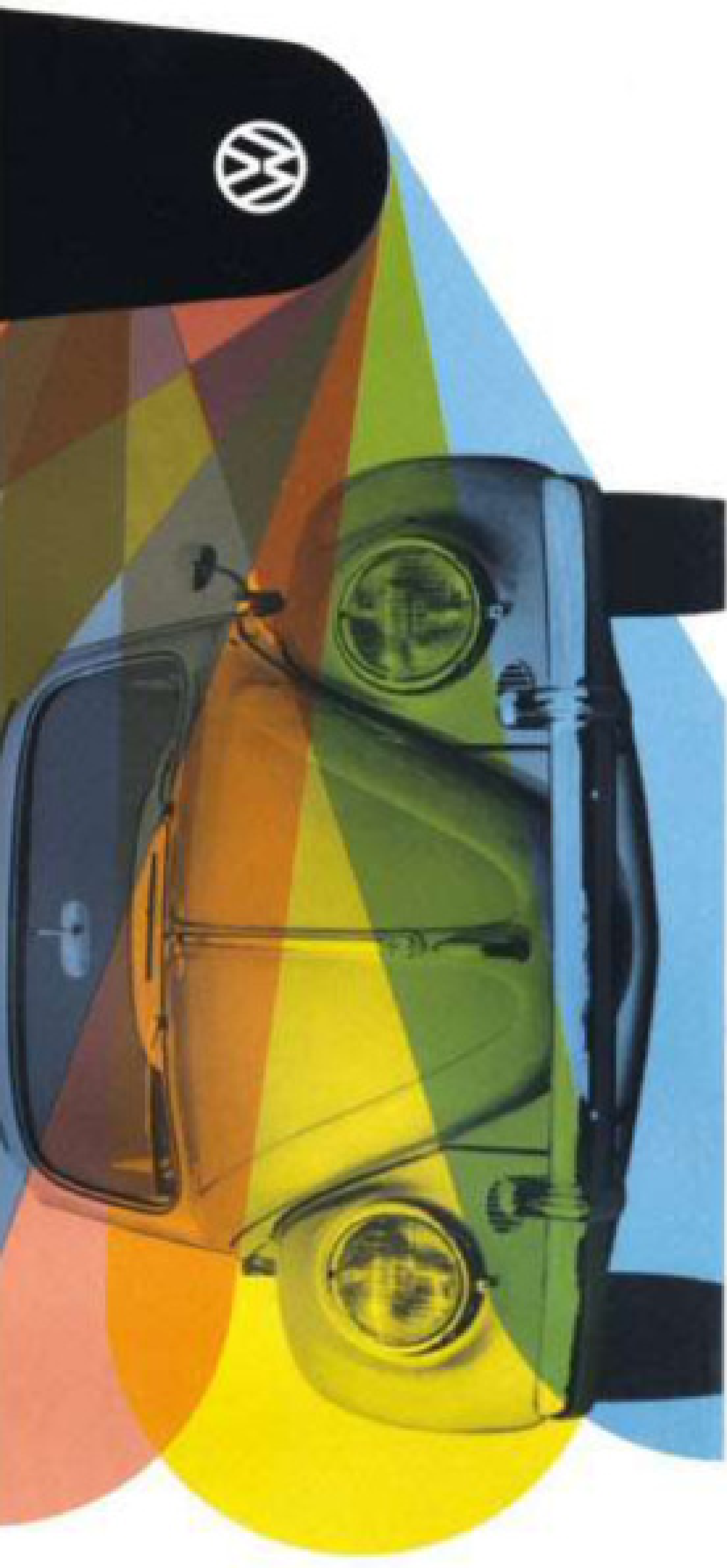
rubin





VOLKSWAGENWERK GMBH WOLFSBURG

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L 40



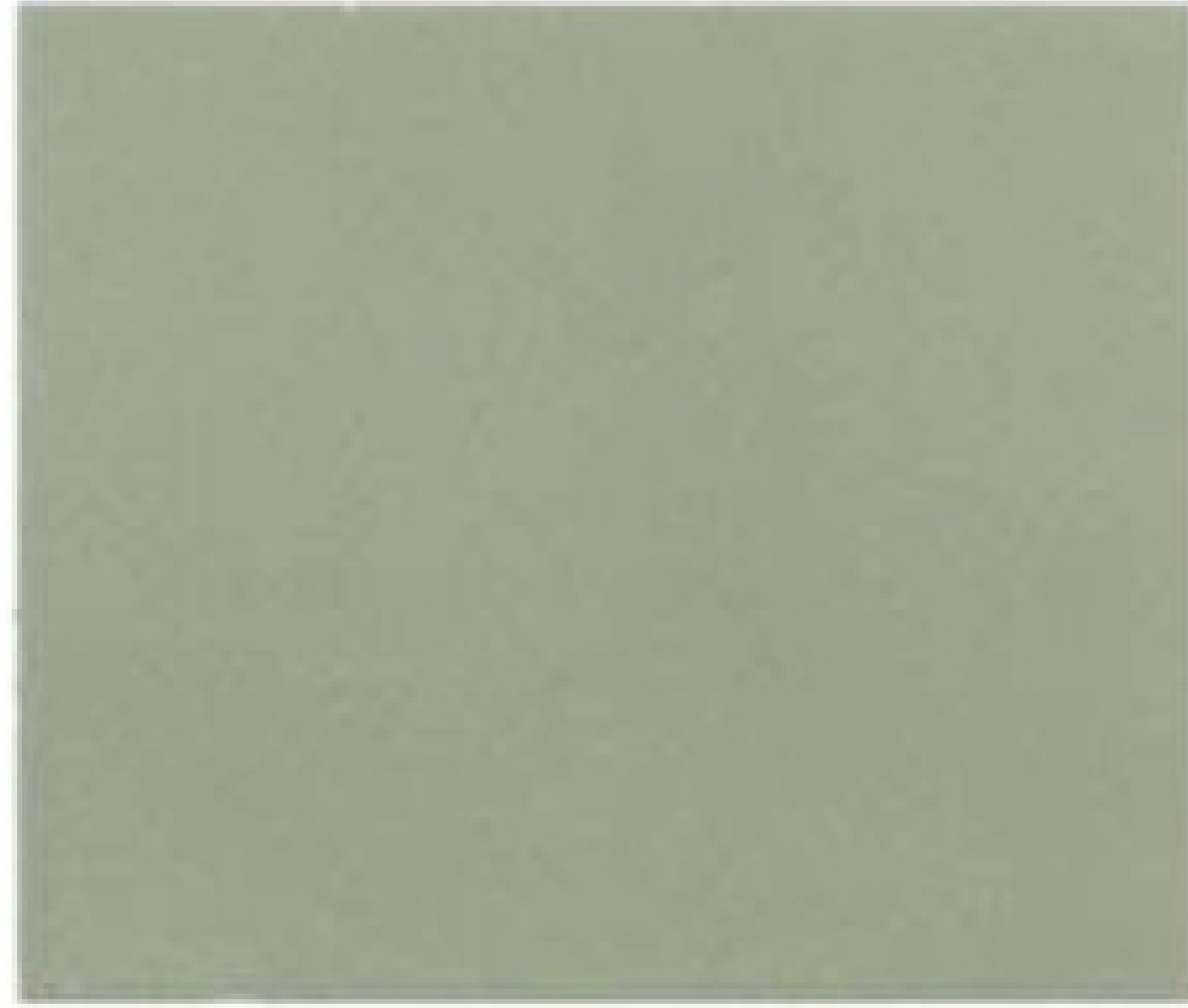
M 79



M 104



black
noir
schwarz
negro
preto



L 14



M 134

mignonette green
vert réséda
resedagrün
verde reseda
verde de reseda



L 243



M 134

diamond grey
gris diamant
diamantgrau
gris diamante
gris diamante



fjord blue
bleu fjord
fjordblau
azul fjordo
azul de fiorde



M 79

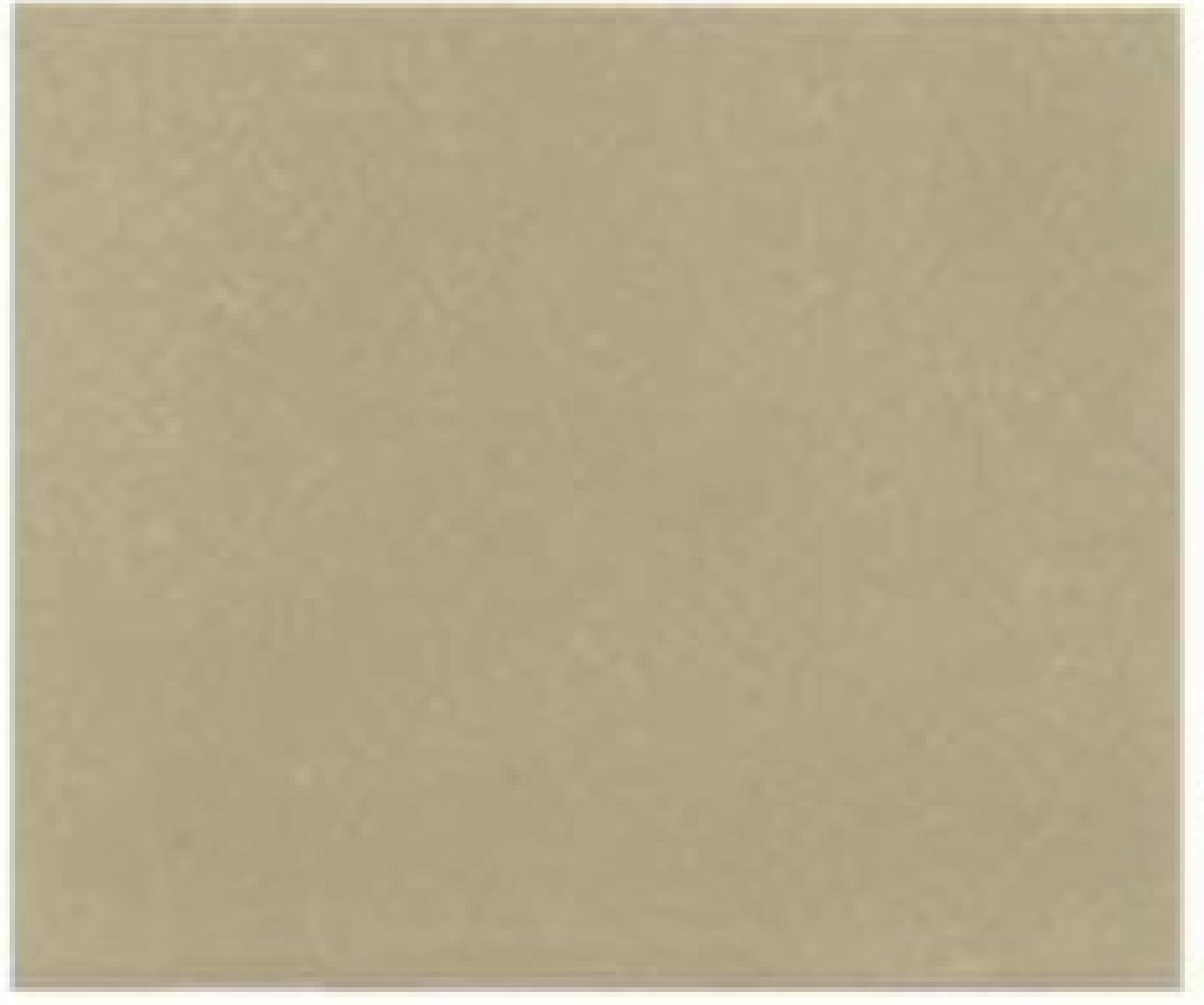


L 434

Kalahari beige
beige Kalahari
kalahari-beige
beige Kalahari
béje de Calaári



M 135



L 343

capri



M 79



L 335

garnet red
rouge grenat
granatrot
rojo grana
vermelho de granate



M 135



L 358

White wall tires optional at
additional cost
Sur demande, livrables avec pneus à
flancs blancs, moyennant supplément
Auf Wunsch, lieferbar mit weißwand
reifen Mehrgeld
A illeción, coléctase con pneus
brancos, con aumento de preço
A pedido para de lutoa lupoza
para pneus um pouco aumentado



L 390



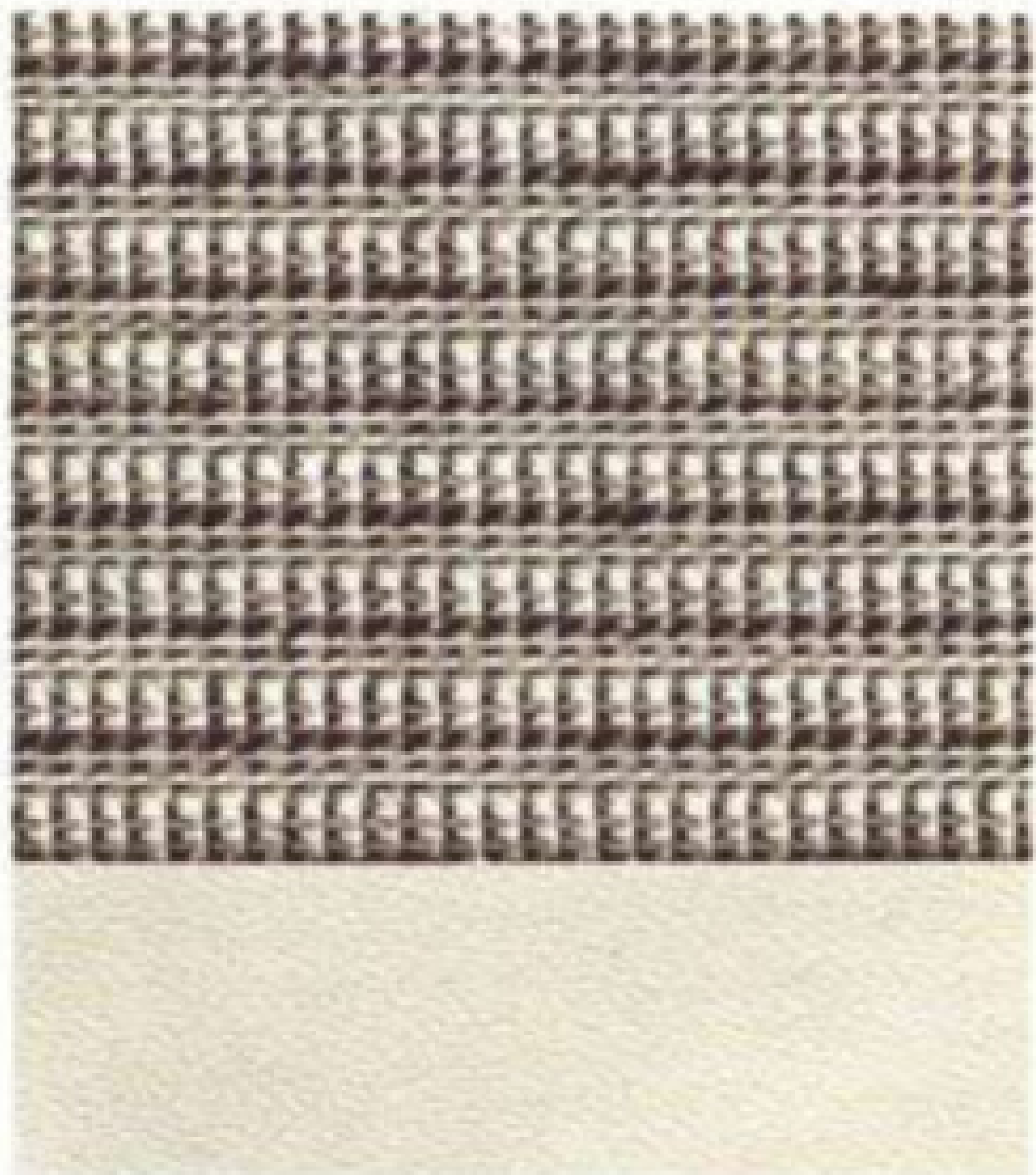
L 87



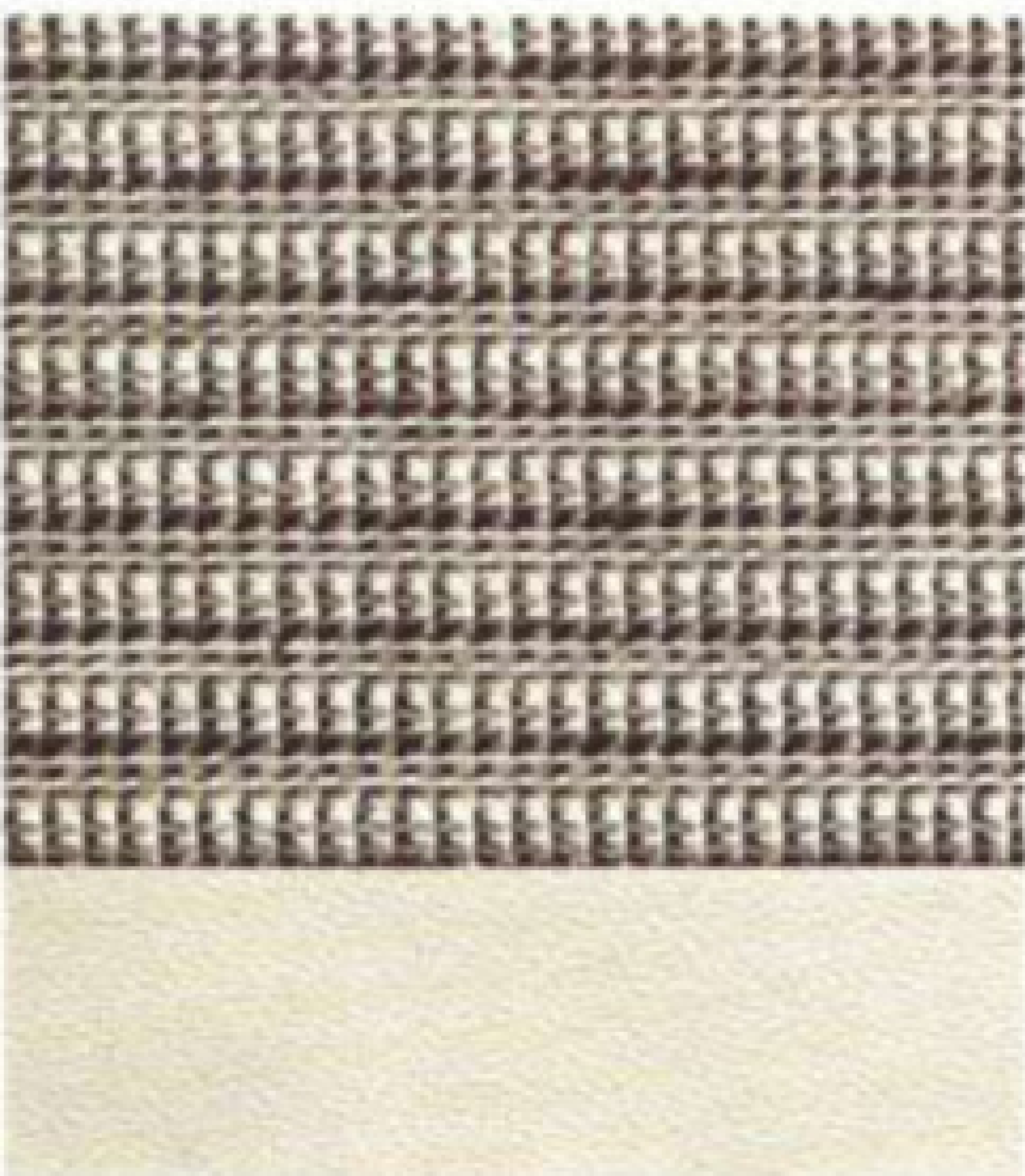
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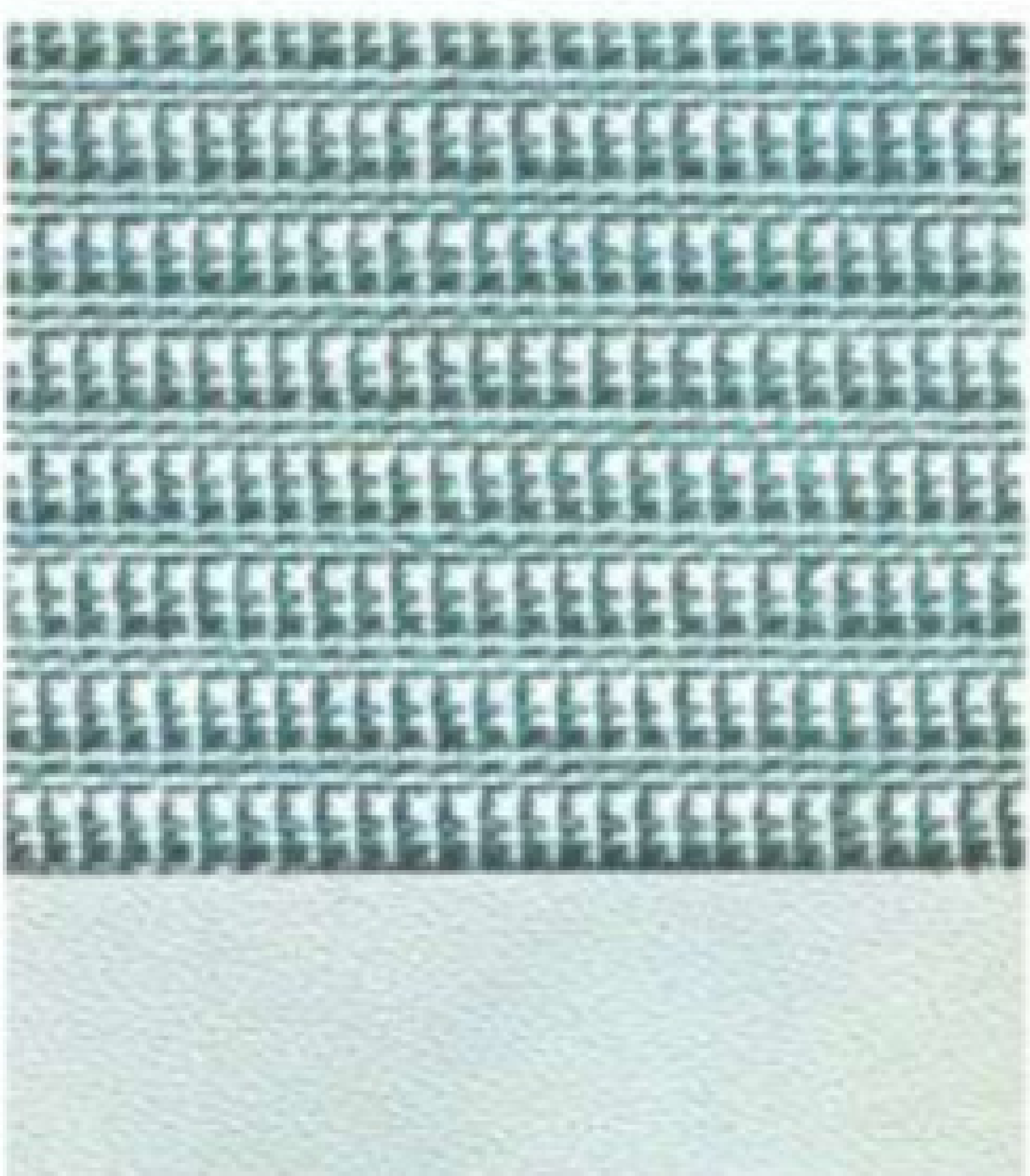
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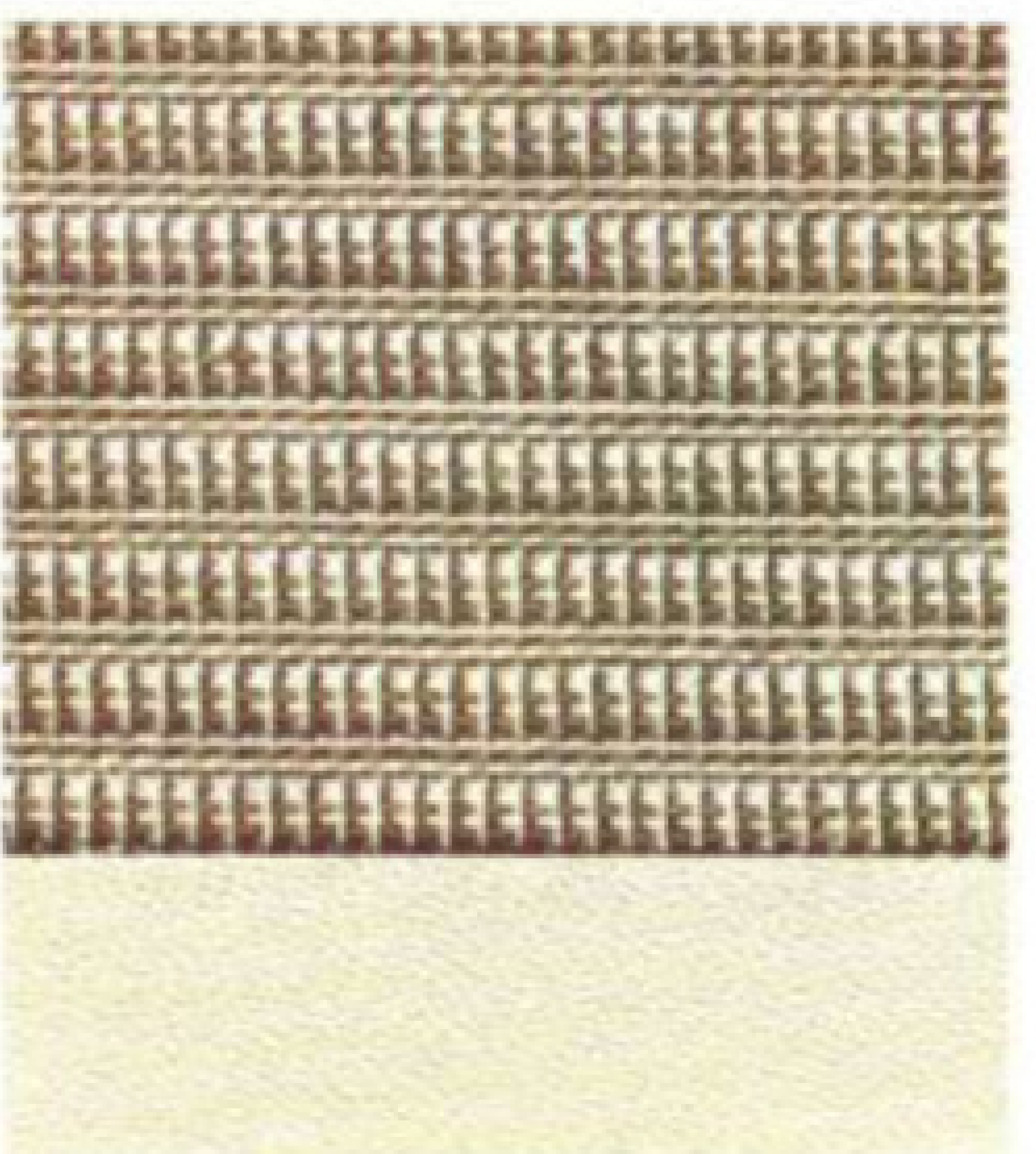
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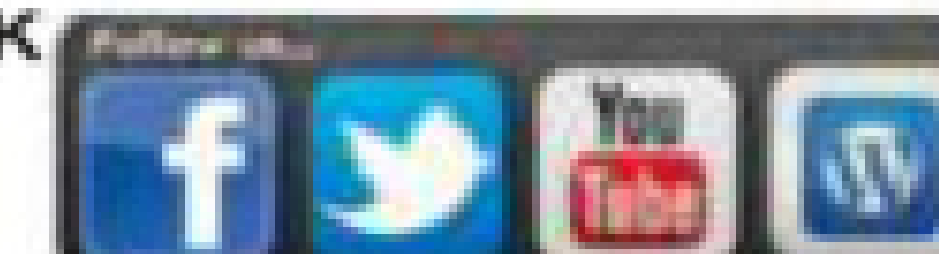
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Single figures

Jay McGhie was looking to buy a Samba, but ended up with its polar opposite. Still, Sambas are common in comparison to this...

Words Mike Pye Photos Thru-a-lupe photographic



I

t's no secret that the VW world has gone Barndoor crazy. It seems every month we hear another story of a Barndoor Bus being dug out of some long-forgotten hiding place, or resurrected from a rusty wreck that had previously been left for dead. Of course they're considered

cool, the earliest models of anything always are, but it's also elitism at its most ironic. Only a mentalist would claim a Barndoor is better to drive than a later Split, and parts are not only harder to come by, they're stupidly expensive when you do find them, and few people are better placed to comment on this phenomenon than Jay McGhie. Having cut his teeth on Beetles in the early '90s, Jay took a break of about 20-odd years before getting back into VWs, his attention by then turned

to Split Screen Buses. Sensibly, he bought what some consider the pinnacle of Splits – a '67 Westfalia. That made way for a '65 Panel Van, but Jay had his sights set on a Samba. "I realised after buying and selling a couple of Buses I was making a little bit on each one, but the rate Sambas were going up, I'd have had to do another 50 to get anywhere near one. That's when I started looking for something different and it was my wife, Debbie [not *the* Debbie McGee, we should add], who said 'I want that one'. I didn't buy it 'cause it was a Barndoor and to say look at me, I just bought it because I like it," explains Jay.

"Being a '54, I knew it was mega early, and right-hand drive, so it's a pretty rare old thing, but it's still only a Single Cab, the least desirable of all the Barndoors. Still, we've only got one kiddie at the moment, so we can all get in it, and my daughter, Sofia, loves going out in it."



Believe it or not, there are four different types of Barndoor tail light, and these are the 'late model' versions. They look great, but they're next to useless on the road!



“I knew it was mega early, and right-hand drive, so it’s a pretty rare old thing”

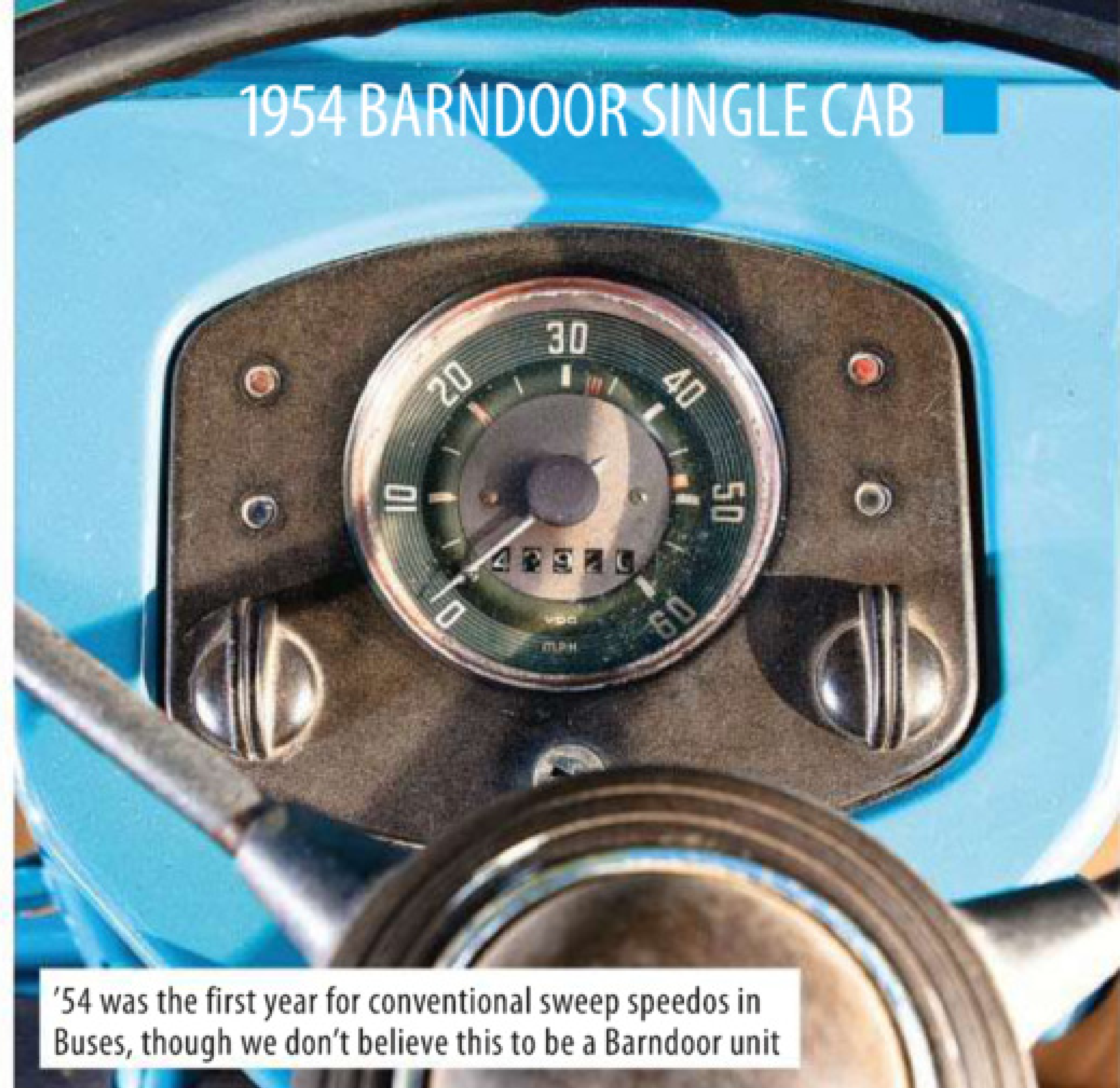
In Barndoor circles, the Bus was a known quantity. At the point Jay bought it, it was in the hands of Gav Haverson of Southwest Splitz, but it had spent most of its life in New Zealand, having been sent there in CKD form from the factory. It was used, then passed around a few people, before apparently settling for a while as a pontoon at a fishing lake. Bizarrely, it then turned up for sale in the classified ads in *VolksWorld*. Clearly, it was going to take someone with some bottle to take the plunge on a project in New Zealand, and that man was Matt Smith of renowned VW Bus restoration company, Smiths of Cornwall. “I called up the number in the advert,” recalls Matt, then jumped on a ‘plane and went and had a look. I’d always wanted an early right-hand drive Single Cab and they just didn’t come up for sale, but here one was so I wasn’t going to miss out.” Matt’s diligence was rewarded when he saw the Bus, for not only was it better than he hoped, it came with a number of NOS panels, too. “A lot of people had had a go at it and messed it up a bit, but it was a really good Bus,” he told us. “It was still in its original New Zealand colour of light green, a really funky colour, so I had to have it.”

The plan all along was to restore it and keep it in its unusual original colour, so he got busy fitting a new side, corners and front panel, and doing all the usual bits of repair work Buses of this vintage – even good ones – require. But then something Matt never thought would happen happened. “I found a set of drop sides that had been stored in a loft in Manchester

The decision to change the original New Zealand factory paint colour was not undertaken lightly, but the discovery of these original paint drop sides sealed it



This is the bit that makes this Bus a bit special. Not the steering wheel itself, but where it is



1954 BARNDOR SINGLE CAB

'54 was the first year for conventional sweep speedos in Buses, though we don't believe this to be a Barndoor unit

TECH INFO

BODY: 1954 RHD Barndoor Single Cab, repainted in Dove Blue

ENGINE: Late 1600cc dual port; single quiet pack muffler

GEARBOX: Unknown, but thought to be of Beetle origin

SUSPENSION: Later 2-inch narrowed beam with coilover shocks; straight axle conversion, **WHEELS AND TYRES:** 5.5 x 15-inch Flat4 alloy Sprint Stars; 165/45-15 and 165-15 tyres

since the '60s. They were in amazing condition, and still had their original Dove Blue paint on. I had to use them, which meant the Bus then had to go Dove Blue." No matter, except by then he had had the seat re-trimmed in beige leather. "I wasn't about to have that re-done, so I left it as it is, though really it should be black or grey."

It was supposed to be a keeper, but when the time came to buy a house, Matt's VW collection had to be sacrificed, and that's when the Single Cab was sold to Gav. It then went through a process of mild, reversible modification, which saw it fitted with a later, 2-inch narrowed beam with coilover front shocks, straight axled and equipped with a late 1600cc engine and alloy Sprint Stars. But then it was put into storage and never really used, only being pulled out of storage and put up for sale when Gav emigrated. "It's been over here a few years now, but I'm the first registered keeper in the UK," continues Jay. "It needed quite a bit of work to put

it on the road with an MoT but, as I'm not really that mechanically minded, I gave it to the lads who help me out with stuff like that to sort out." That was about two years ago now, and the trip from their home near Exeter to last year's *VolksWorld* Show was the first long journey Jay had undertaken in it. "The Buses I had before were more trailer queens, but this one I drive everywhere. Mind you, after that trip to *VolksWorld*, I wished I had trailered it. The gear shift mechanism needed adjusting and I was wraggled by the time I arrived, but it got us there, and it got us home again." So how does it compare to drive to your other Buses? I asked. "It's great, I love it, but then there's not much left of the original Bus underneath, so it's not really the full Barndoor experience.

One of a kind

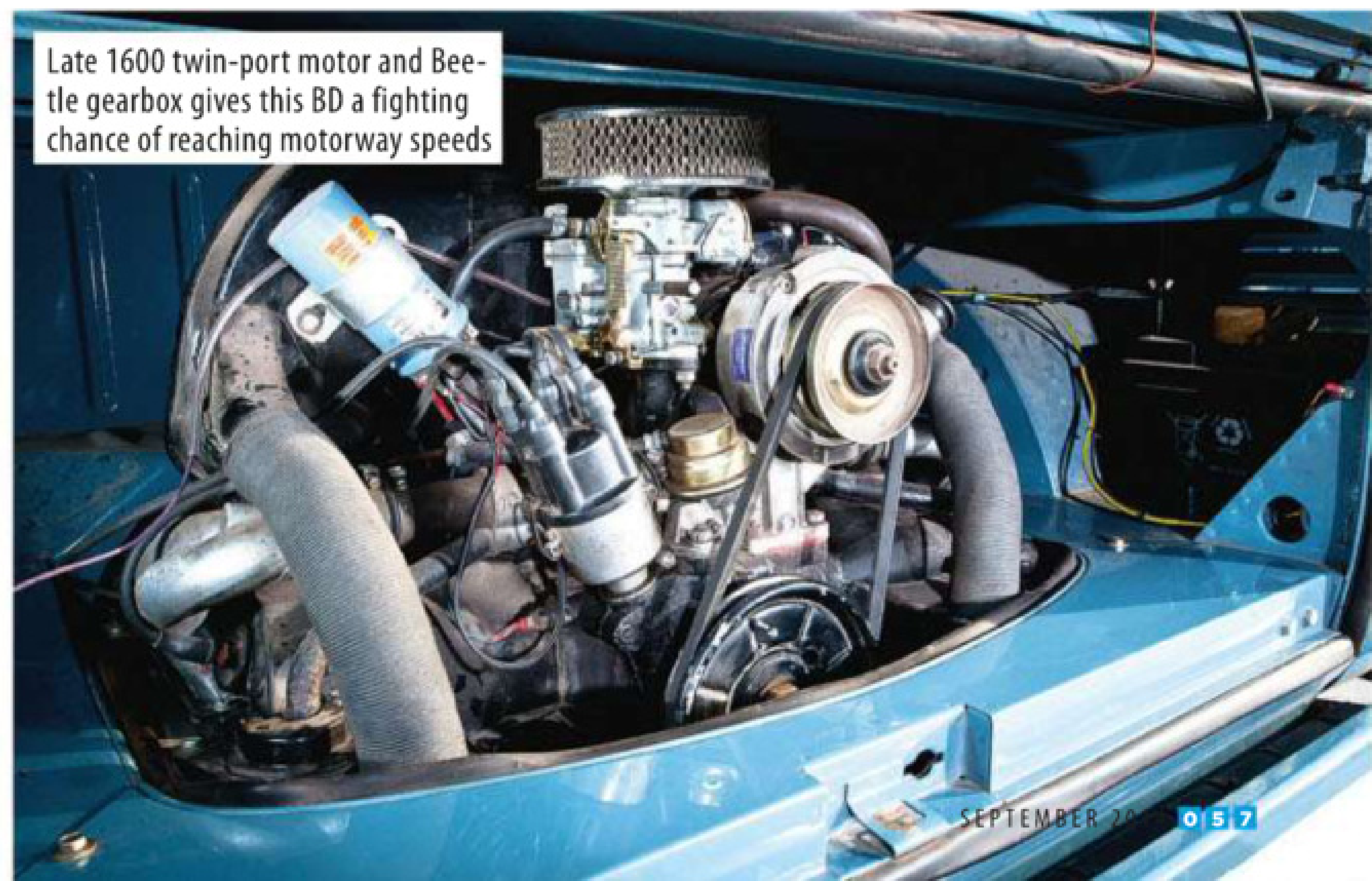
Naturally, as every conversation regarding Buses does these days, talk turned to money and the perceived value of a vehicle as rare as this. And I do mean rare. According to Matt, there are only six or seven Barndoor Single Cabs known, and this is the only right-hand drive one in Europe, so it's no surprise Jay is having trouble finding an insurance company that will accept a reasonable agreed value for it. He's not claiming it's worth ludicrous money, but it's true to say that it would be almost impossible to replace, if the worst happened. And what of parts prices for Buses of this vintage? "The only thing I've had to find is a horn push," says Jay, "and



Buffers will know that Barndoor safaris are subtly different to later safaris. It's all about square nuts and dash latches, apparently...



Barndoor pick-up fuel tanks are actually modified Beetle ones, and live in here, rather than in the engine bay



Late 1600 twin-port motor and Beetle gearbox gives this BD a fighting chance of reaching motorway speeds



^ Living the life. Barndoors are the stuff of dreams for many Bus owners, but can quickly turn into the stuff of nightmares when you need to find a part for one!

that was extortionate. I think I had to pay £120 for one. Prices for Barndoor parts are ridiculous. It seems like if a Bay part is a tenner, the same part for a Split is £20, but for a Barndoor it'll be as much as someone wants to pay. If I'd known this was the way the Barndoor world works, I'd probably have stuck with a later Bus!"

As it goes, Jay does have the option of a later Bus as well, a T5, and isn't ashamed to admit that there's no contest when the family is going on a long trip. "But if it's a sunny day, and I want to enjoy the drive, it's the Split all day long. I just put up with having a sore arse and a hunched back by the end of the day.

Paint or patina

"The good thing is I don't worry about driving it. I've put so much money into Buses in the past and then you cry when you get a stone chip in the paint. With this I can just enjoy it. But I'm in two minds as to where to go with it. It's starting to develop its own patina now, and I love it as it is, but there are some bubbles starting to come through, so it will need something doing at some point. I just don't know whether to let it naturally age, or have it painted."

Aside from the price of parts, and the difficulty in obtaining a realistic agreed value for the insurance, the only downside to Barndoor ownership, as far as Jay is concerned, has been the people picking holes in the Bus at shows. "It's always the same. It's the Walter Mitty types who haven't got one that stand there saying it shouldn't have that and it should have this. I've changed the headlights for ones with indicators in, and fitted some tiny indicators at the back, just so I can be a bit more seen on the road, but I'll probably be shot as a heathen for doing that. But to those people who don't like it, I say go buy your own, if you can find one..." ■

"If a Bay part is a tenner, the same part for a Split is £20, but for a Barndoor it'll be as much as someone wants to pay"



BEHIND THE WHEEL

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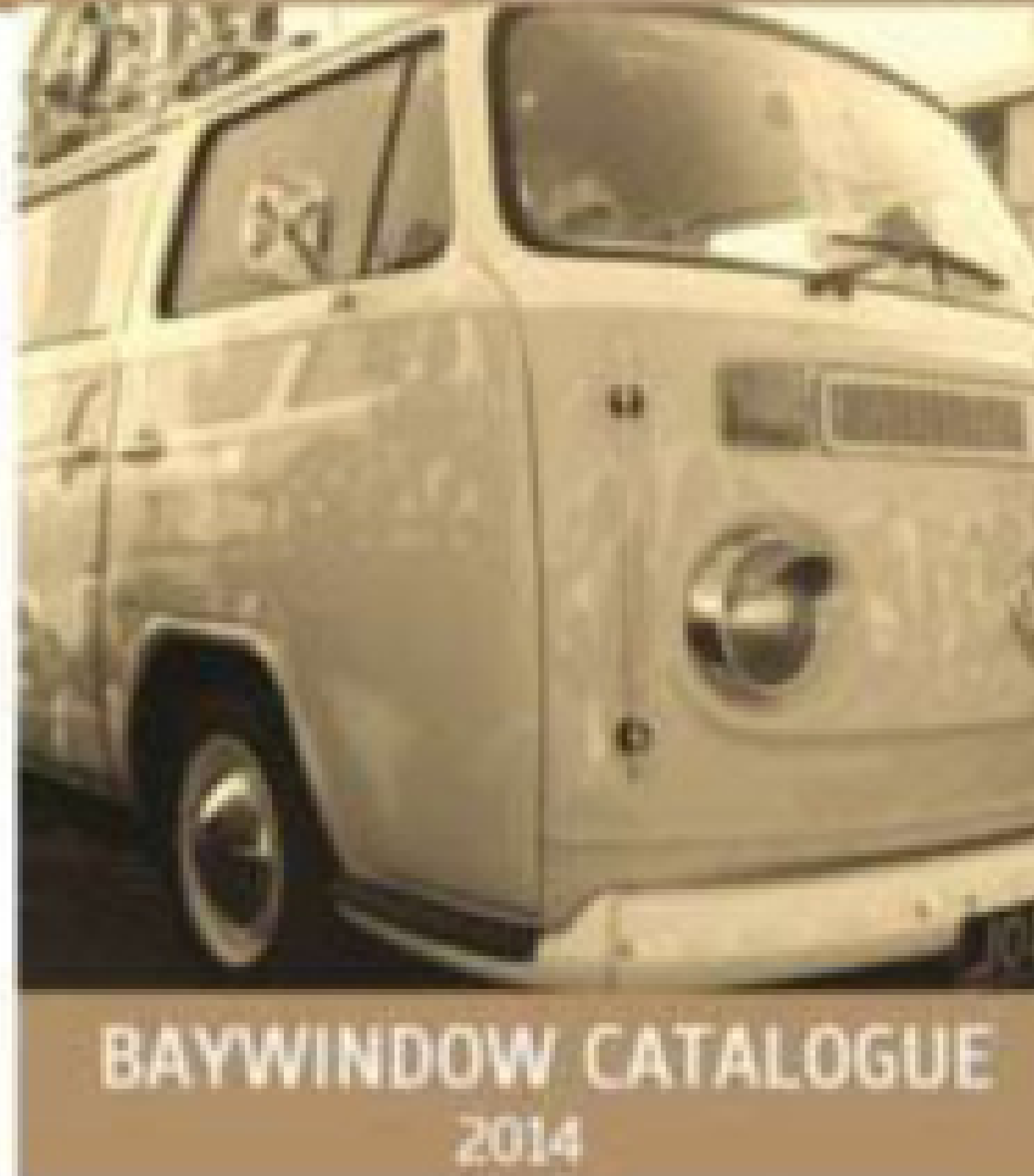
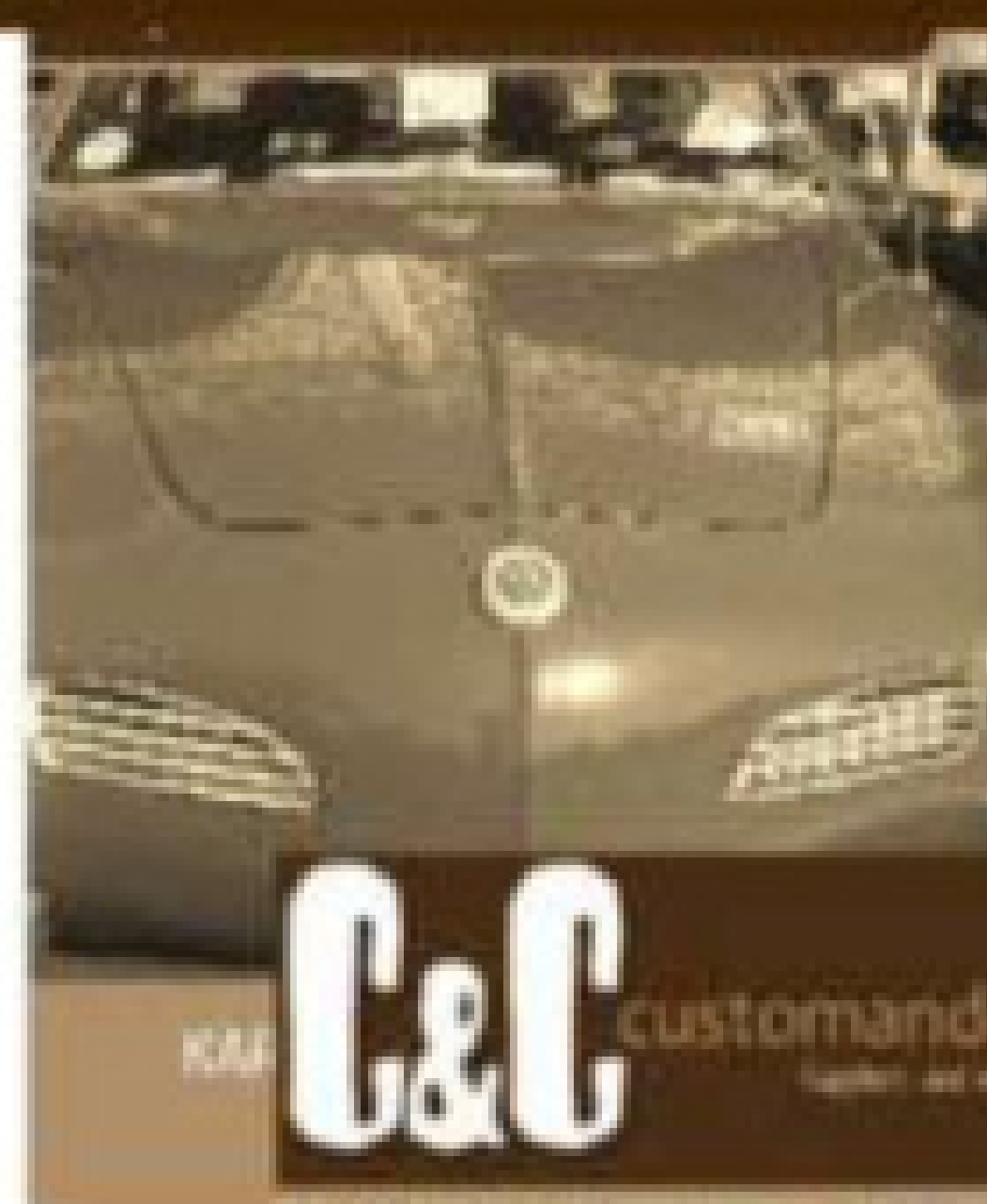


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Apex Festival

A chilled-out weekend with plenty of track action? Don't mind if we do

Words James Peene Photos Julian Hunt and Jon

Being just 10 minutes from Dover, the old school Lydden Hill race circuit is perfectly located for European visitors and the *VolksWorld* staff alike.

Hence, this laid back, friendly, but most definitely anything but static VW show is a big hit with both us and French / Belgian clubs, who wouldn't miss it for anything.

We can say this with authority because there were plenty of European cars we hadn't seen at any other UK shows before and this, along with all the other attractions, gave the Apex Festival its unique vibe.

We know it's terribly English to talk about the weather, but you just can't help it with a UK VW show, and this weekend was no exception. Everyone was talking about the torrential rain and high winds that were forecast for the weekend, and they probably kept a number of people away, which is a shame because, although they would have put the kybosh on much of the show's track-based activities, they didn't materialise. Okay, so it was a bit damp and the wind did blow a number of awnings and tents away on the Saturday night, but none of this stopped play on the track for very long.

To be perfectly honest, we'd like to see more visitors and companies throw their weight behind this great little show but, if they did and it was to grow too much, it wouldn't be the same chilled-out affair we've come to love.

Highlight of the weekend for us was the chance to ride six up in David Hall's wind-down window Barndoor on the circuit parade. Truth be told, it was probably a good thing there was a pace car out in front to keep the speeds down, but then again maybe it wasn't. We certainly had a blast. ■



If you build it, they will come. Drive-in cinema was a big hit with the campers yet again



Heavily patina'd 11-window, or shiny late model Fasty? Which would you choose?



The parade lap was a big hit with everyone in attendance. It looked good to the spectators, and was fun to take part in



The driver of this V8-powered Bay was fully committed to giving it the beans on track. Lifting an inside wheel on any car is cool, but on a Bay?!



A race circuit is no place for skinny beams and Smart Car tyres, but a big engine and plenty of room equals a lot of fun



Bob Beales has been campaigning his Rally Beetle since 1965. Check those wheel angles!



There's a reason it scraped as you drove in. It's called zero ground clearance!



Out in front or being lapped? A rare sighting of the VolksWorld race car being used in anger



Max Edwards enjoying the track in his ace '72 Fastback



Evening entertainment included a big party on the Saturday night and a silent disco. Good times



The visually impaired Hayburner Minerva is as crazy as it looks



Question: whose eyes are wider? The chap getting the Beetle sideways, or those of the BMW driver as he came round the bend to meet him?



This Oval sat well over steels and hubcaps



It's always the same, one person does all the work and five more offer advice!



This lovely Cal Bug was one of the many European visitors to Apex



Dig the banded steel look on the VWorks / Dub on Air demo car



Late model Cal Looker was another Belgian visitor



German Look corner. Richard Merriman (right) and Dave Forder's (left) late models are as potent as they look

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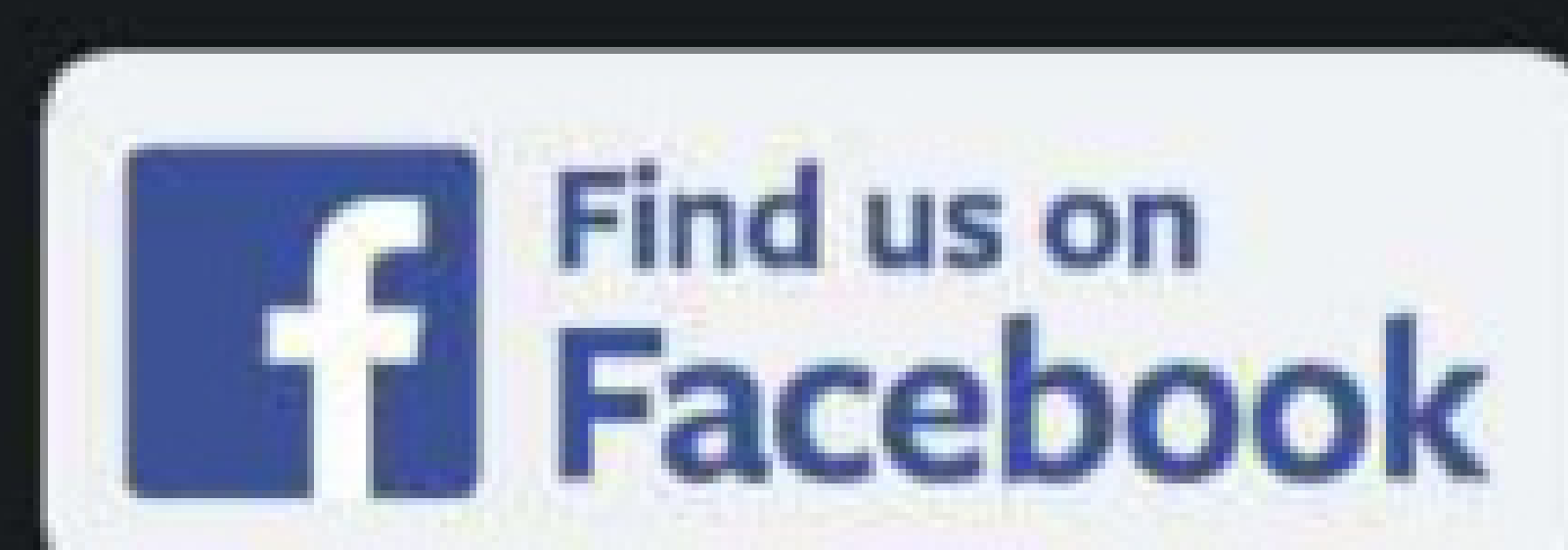
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GOLD ENGINE

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GREEN ENGINE **DIY PRICE: £999**

The same specification as the 'Gold' engine but this one also has a 009 distributor fitted.

SUPER GREEN PLUS **DIY: £1,449**

Not only benefits from the 009 distributor, but also features a brand new crankcase. This must be the ultimate 'standard' replacement engine. Both Green engines run on unleaded fuel.



BIG BORE PLUS

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BIG BORE SUPER STREET

Same specification as the 'Big Bore', but fitted with a fast road camshaft.

DIY PRICE: £1,149

BIG BORE SUPER STREET PLUS

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I'm so happy with how the 'pan turned out, it's a shame I won't be able to see much of it any more, but it's nice to know the detail is there

One small step...

We are gathered here today to witness the marriage of body to floorpan

OWNER INFO

NAME:
Steve Gosling

CAR:
'61 ragtop, '67 Ghia

WORK THIS MONTH: Lift the body back onto the 'pan, fit the 'test wheels', check how she sits and bolt the body to the floorpan

I've been working towards this day for a while now. The goal was simple – put the body on the 'pan and make it look a lot more like a car – all in one swift, albeit very careful and considered, move.

If I'm honest, I was worried about putting the body back on. Not because it's a difficult job – it really isn't – and I've done it a fair few times before. The problem was I was paranoid that something would get damaged during the process. I haven't built a car like this before, and I've certainly not had paint like this before, so a slip here, a scratch or chip in the paint there, and what should be a milestone in the build would be tainted by frustration and general annoyance at myself. Okay, nothing we could do would be irreversible (bar dropping it on the floor!), but it wasn't a problem I wanted to deal with. But eventually I could put it off no longer.

Stage one then was to assemble a crack troop of trusted mates. First up was my dad. Basically, he's the reason I'm into cars. He's an experienced petrolhead and a calm voice of reason when I get a panic on. Then there's Mike, long-term co-conspirator in all things stupid and VW and, in some cases, stupid VWs. They've both helped me put bodies on before, so they got stuck with the slightly trickier front end. Moving on to the rear, I enlisted the help of James and Jon. Both their cars are in my workshop and we've got into the habit of helping each other with all sorts of things, and my car wouldn't be this far along without their help with jobs that require more than one pair of hands. Again, both have done this job before, Jon on his own '61 ragtop and

James more recently on the Penny Pincher project '66, although we did that with a little less finesse than I was planning here!

And then there's me. I was going to be the watchman, running around the car, making sure it was going to sit in the right place. This also left the blame for any damage firmly with me, and that's the way I wanted it.

I applied copious amounts of 3M low-tack masking tape to any areas of the body and 'pan I thought might make contact with each other. This stuff – also known as 'scene tape' by the water-cooled boys, who use it on the front of their cars to prevent stone chips – provides a soft surface with a small amount of give in it and meant I wouldn't have any metal-to-metal, or paint-



Test lift underway and I'm already running about like a headless chicken!



Front end slid into place and bolt holes lined up. But there's a problem at the back, and it's not Jon's concentration face!

to-paint contact. It won't stop a big impact, but it helps to avoid scratches and chips. Basically, it's cheap insurance.

Tight fit

I mentioned earlier that the front was the tricky end, but perhaps I should explain that more. I've fitted a 4-inch narrowed beam and there's only 10-15mm between the shock towers and the inner wings, so the front of the 'shell had to be lifted over the shock towers and carefully dropped down in between them.

In my opinion, the front end of the 'shell is also heavier than the rear, and harder to hold, so I wasn't remotely concerned about the rear, my focus was entirely on the front.

With the 'pan up on axle stands and the body sitting next to it on its dolly, we were ready for lift off. Having first checked we weren't about to bash it into an overhead beam, we did a test lift to see how heavy the 'shell was. On Mike's command, the team hoisted the body into the air where it immediately became apparent it wasn't as heavy as I thought it was. Before I knew it, Mike said 'come on, let's do it', and they did. The front end slid perfectly between the shock towers and, with that located correctly, Jon and James lowered the rear. And that's when we hit trouble... Remember me saying I wasn't concerned with the rear? Well, I'd failed to remove the top rear shock bolts, and the body fouled



^ It's beginning to look like a car again. There's a hell of a lot still to do, but getting the body on the 'pan was one giant leap for me

on them. Mike, dad and I therefore had to do a speedy shock bolt removal before Jon and James' weedy arms (I can talk!) gave way. Massive thanks to everyone for giving up their time to help. I couldn't have done it without you.

With the body on the 'pan, the first priority was obviously to fit some wheels and see how it sits. As the wheels I will be using are off being detailed at Creative Coachworks, we whipped the rear wheels off Jon's car and chucked a pair of Design 90s I have as rollers on the front.

It's not sitting right in the shot above, as Jon's rear tyres are taller than I will be using, and I had to put air in the air bags to stop the tyres fouling the inner wings, but it gave enough of an idea to spur me on.

It's been a long time since I've seen the car on the ground, and it was the first time I'd seen it in this colour and with the floorpan painted and detailed. I'm not ashamed to say when everyone else went home, I sat there and just looked at it for a while. Sad maybe, but I love it! ■

✓ I bought a set of stainless steel floorpan washers, but they just didn't look right to me, so Alan at Creative Coachworks blasted and painted my original ones, which look much more in keeping with the rest of the car

“Stage one was to assemble a crack troop of trusted mates”



^ It's nice to see the shiny black of the 'pan next to the shiny blue of the 'shell. I think the under-seat area is going to look awesome

> After everyone went home, I spent more time looking at the car than I did working on it!



VOLKS WORLD PROJECT CARS



Pressure drop

Owner: Jon Gilbert
Car: '61 ragtop
This month: I haven't even seen the car in the last month, but I've been told it's got a slow puncture. Something else to deal with. (Never trust a Firestone – MP.)

Owner: Cathal O'Toole
Cars: '66, '77 and GT Beetle

This month: The Swedish Embassy Beetle was with the boys from CustomVolkz having the NOS rear valance welded in place. They also fitted new tyres and went through the brakes.



Diplomatic community



Scared draw

Owner: Ivan McCutcheon
Cars: '67 Beetle
This month: Pete took the cylinder heads off to double check no crap had got into the bores. A wise move as it turned out. ...

Owner: Mike Pye
Car: '56 Oval, '67 Volksrod

This month: For no real reason, I spent some time detailing the V-rod and putting the original spindles back on. Who needs front brakes?



safety last

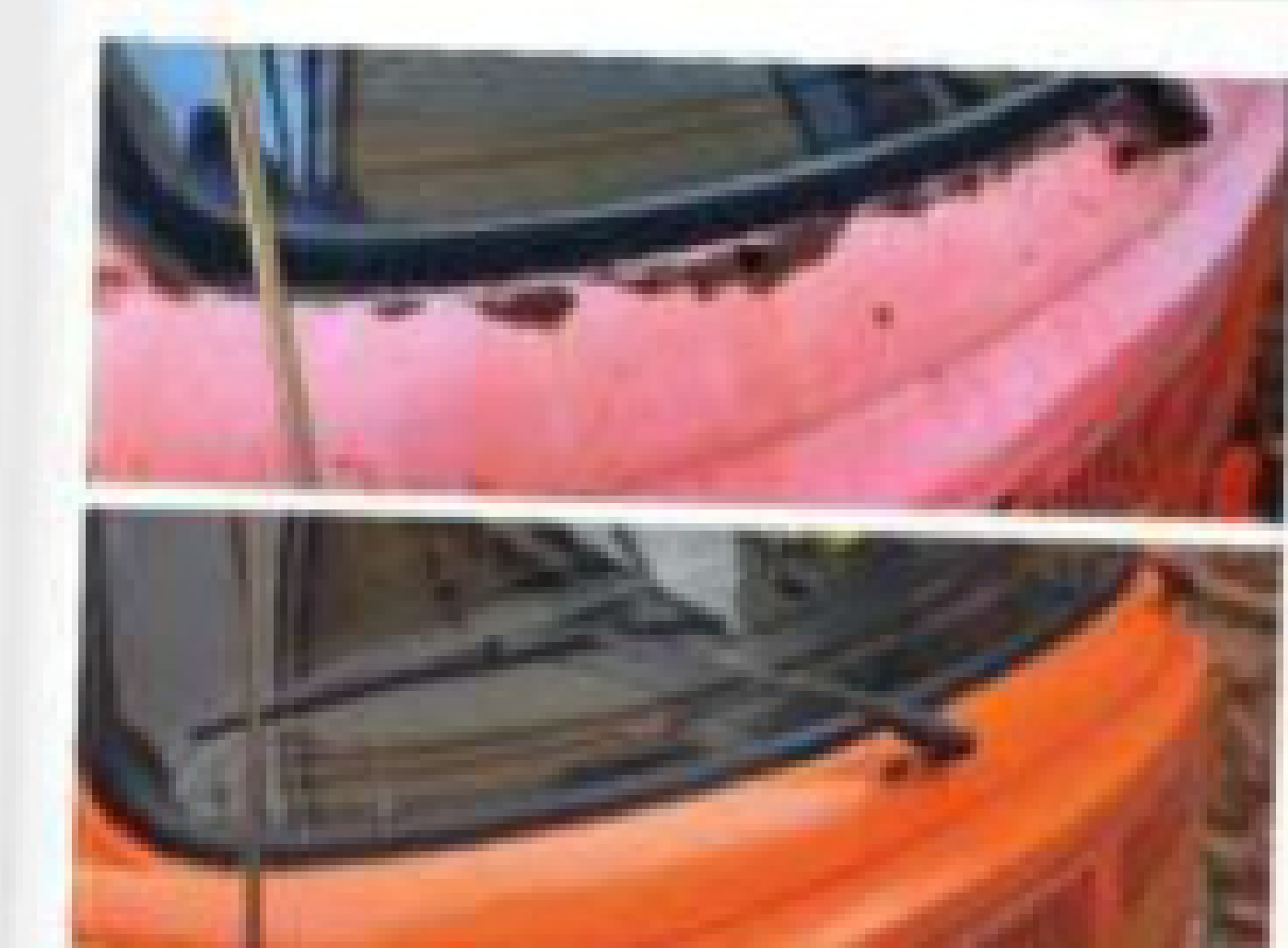
Owner: Toby Walker
Car: Westy Bay
This month: After selling the Fastback, we found a replacement Bay Window. Now I just need to work out how to get it over the water and back to the UK.



Another white Bay?

Owner: Gordie Woollacott

Car: '78 Westy
This month: All the welding is now complete and has been touched in temporarily. The time for a full-on repaint is almost upon us!



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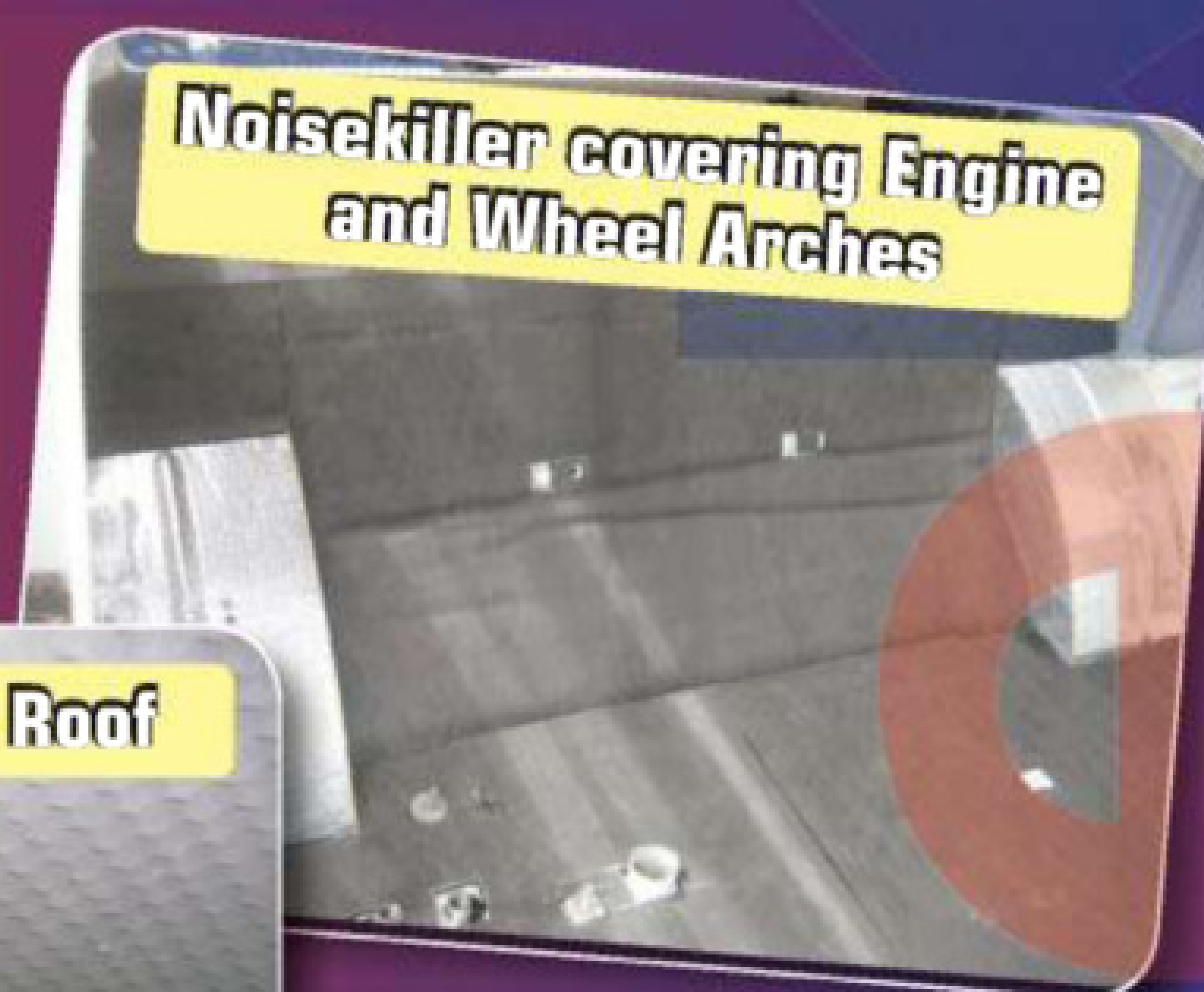
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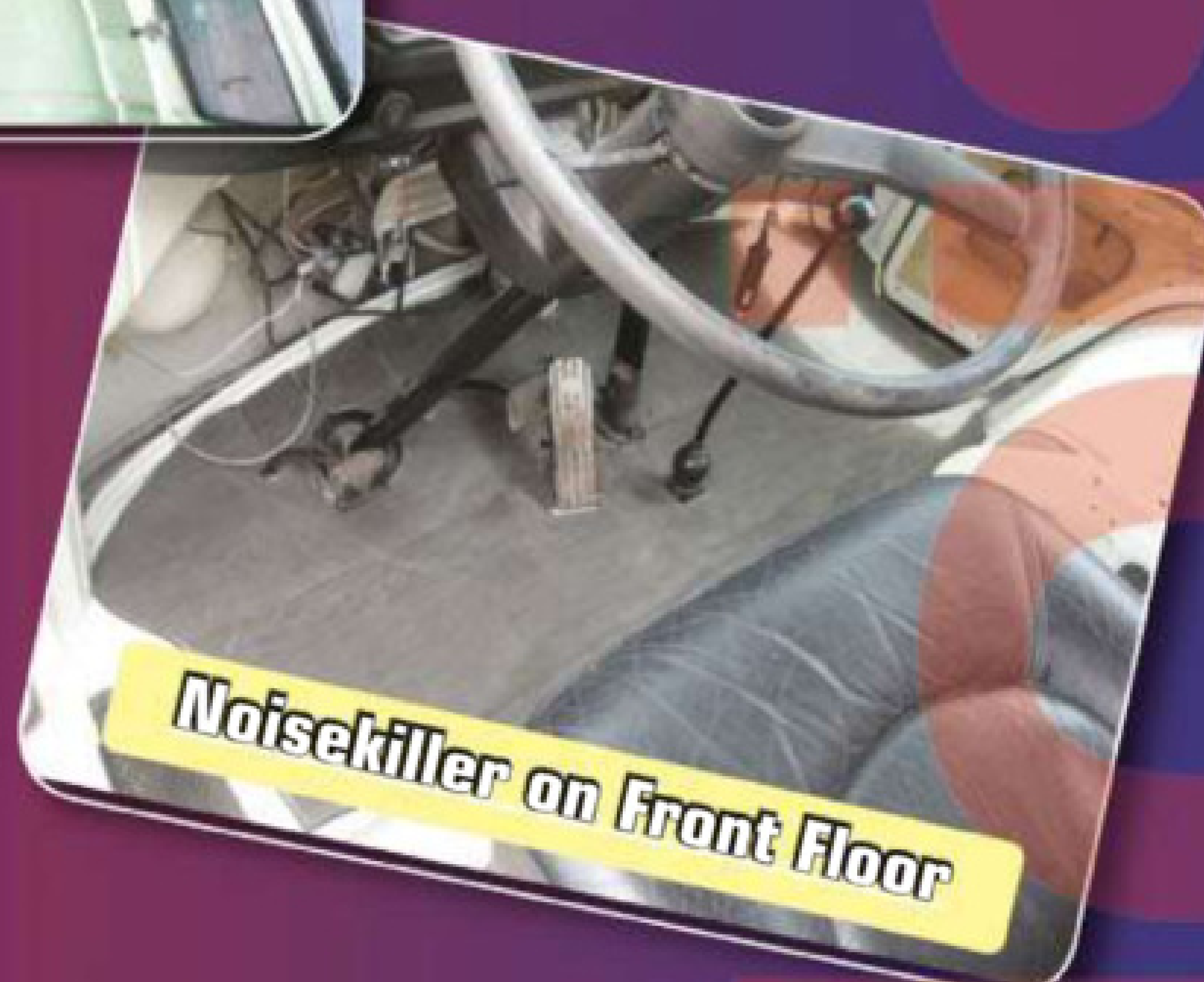
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OWNER INFO

NAME: James Peene

AGE: 38

LOCATION: Guildford

CAR: '66 1300 sunroof Beetle

THIS MONTH: Rear brakes, bearings and spring plates

NEXT MONTH: Front beam and brakes (hopefully)

Rollin', rollin', rollin', kind of

James moves things forward, and has a bit of a tidy up, too

As you can no doubt see from the picture above, my chassis is rolling again, albeit only on its back wheels. What you probably don't realise is that it's been two years since it last did that. Would you Adam and Eve it? I can't believe where the time has gone. Everyone else in the office said that would happen, but in my naivety I thought my car would be done in six months, a year tops. Idiot hole!

Someone with more time on their hands than me could easily eclipse my progress, but I just can't get out to my car as often as I'd like, and storing it some 40 miles from

where I live hasn't helped much either. But enough with the quimming already! It doesn't matter how long it takes when you can stand back and feel a warm inner glow about what you've done.

I left off last month saying I was waiting for paint to dry. That was for the rear drums. I have an EMPI wide-five disc brake kit to go on the front, but they can't go on until I've fitted some new balljoints. The ones on my car when I bought it were kippered, and the fact it came with two replacements was a dead give away they were cream crackered. However, as

I wanted long-travel balljoints for extra lows, I bought four more from Machine7. They're now in a cardboard box, along with the torsion arms, in the back of Lawrence Butcher's T5. He said he'll fit them for me, but I suspect they'll continue travelling around the country with him (they probably even went to the British Grand Prix recently) until I hassle him for them.

There's no point in bothering him until my new beam arrives, and I'm hoping it will all come together at the same time. The universe will provide, and all that.

So, with the front end up in the air,



◀ I'm not a mean man, but I really enjoy cleaning up old, genuine parts, as opposed to just buying new ones. How clean are those star adjusters?



Steve marked the original position of the spring plate on the outer splines so we'd have a reference point...



...then inadvertently pulled the whole caboodle off the inner splines... After a bit of trial and error, we sorted it

literally, I've cracked on with the rear end re-assembly instead.

Mr. Gosling held my hand through the process of re-positioning the spring plates on the splines because, like a lot of the jobs on this car, I understood the principle, but had never actually done it myself before. The rear torsion bar covers came off easily enough, but so did the torsion bar itself on the driver's side. There was a moment of silence before Steve uttered the word, "Bugger", as we really didn't want to do that and lose the factory position / reference point. No matter. A bit of wiggling and some trial and error and we had the spring plate where we thought it needed to be, and the other side turned to match. We're saying it's down two outer splines, which equates to a drop of about 4.5 inches, but we're not certain. To my mind, that sounds plenty low enough, but we'll have a further play once the body goes back on and the engine is in.

Higher and lower

With the rear ride height set, I moved on to fitting the rear bearings and brakes. I'd cleaned and repainted the backing plates and drums, but everything else was new. Again, I'd never done any of this before. The most I'd ever done as far as brakes

are concerned is adjust them. But taking something apart, and putting it back together again is the best way to familiarise yourself with anything, and helps trouble shooting when something goes wrong. Not that anything did, it's all pretty self-explanatory when you're looking at it, and I had a Haynes manual on hand for reference. I still need to source some wheel bolts for the BRM replicas I intend to run so, for now, have a couple of bolts holding the original steels on, which allowed me to wheel the 'pan out of the garage and shift the bodysell into a more accessible place in the garage.

With the assistance of Steve, Lawrence and Jimbo Wallace, the body was moved and re-positioned a little higher so I can tackle the crusty Napoleon's hat section. Steve pointed out this will be my first taste of welding on my back, but I'm looking forward to finally moving onto the body.

While all this was going on, I took the opportunity to have a proper tidy up. Over the course of the last two years I thought I'd done pretty well to contain my junk in one place, but I was spending more and more time searching for bits I'd removed and misplaced. This, despite Steve offering me bags and boxes to safely store everything in when I first took the car apart...

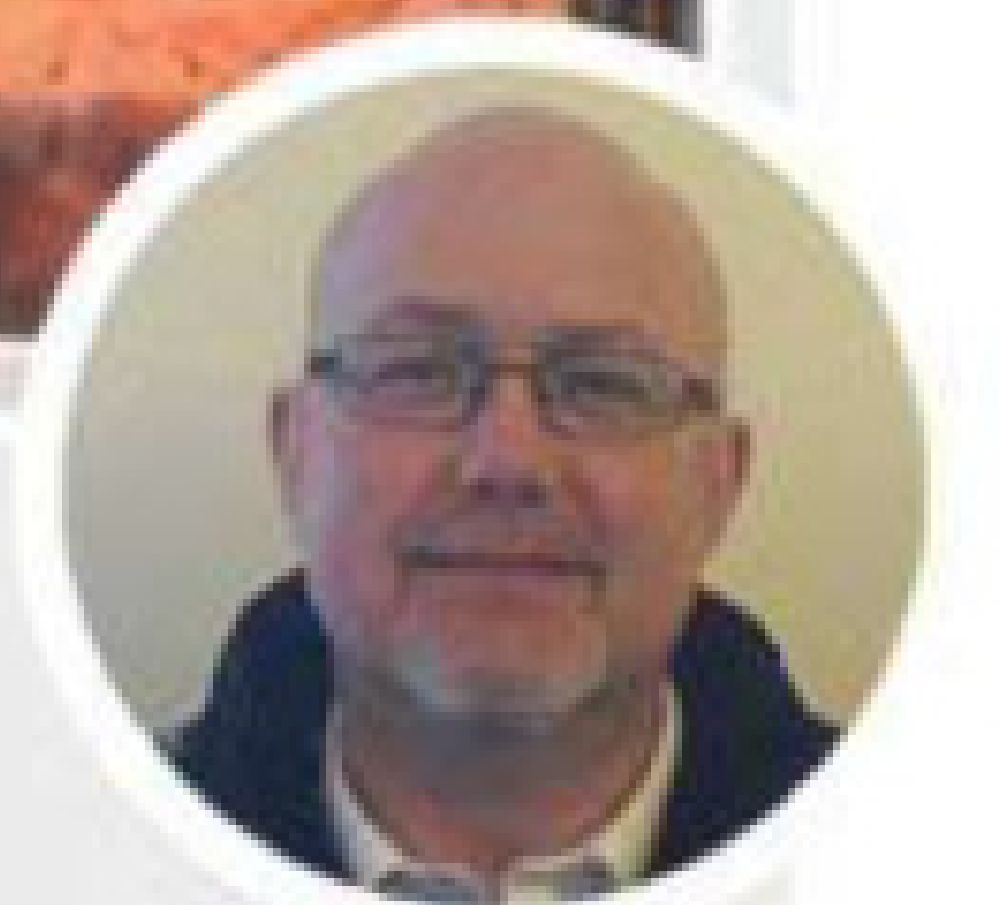


^ The Penny Pincher doesn't live up to its name as far as the brakes are concerned. All serviceable parts are new at the back

> The same, but different. The body has moved to a different booth, so I can turn my attention to the welding repairs it needs



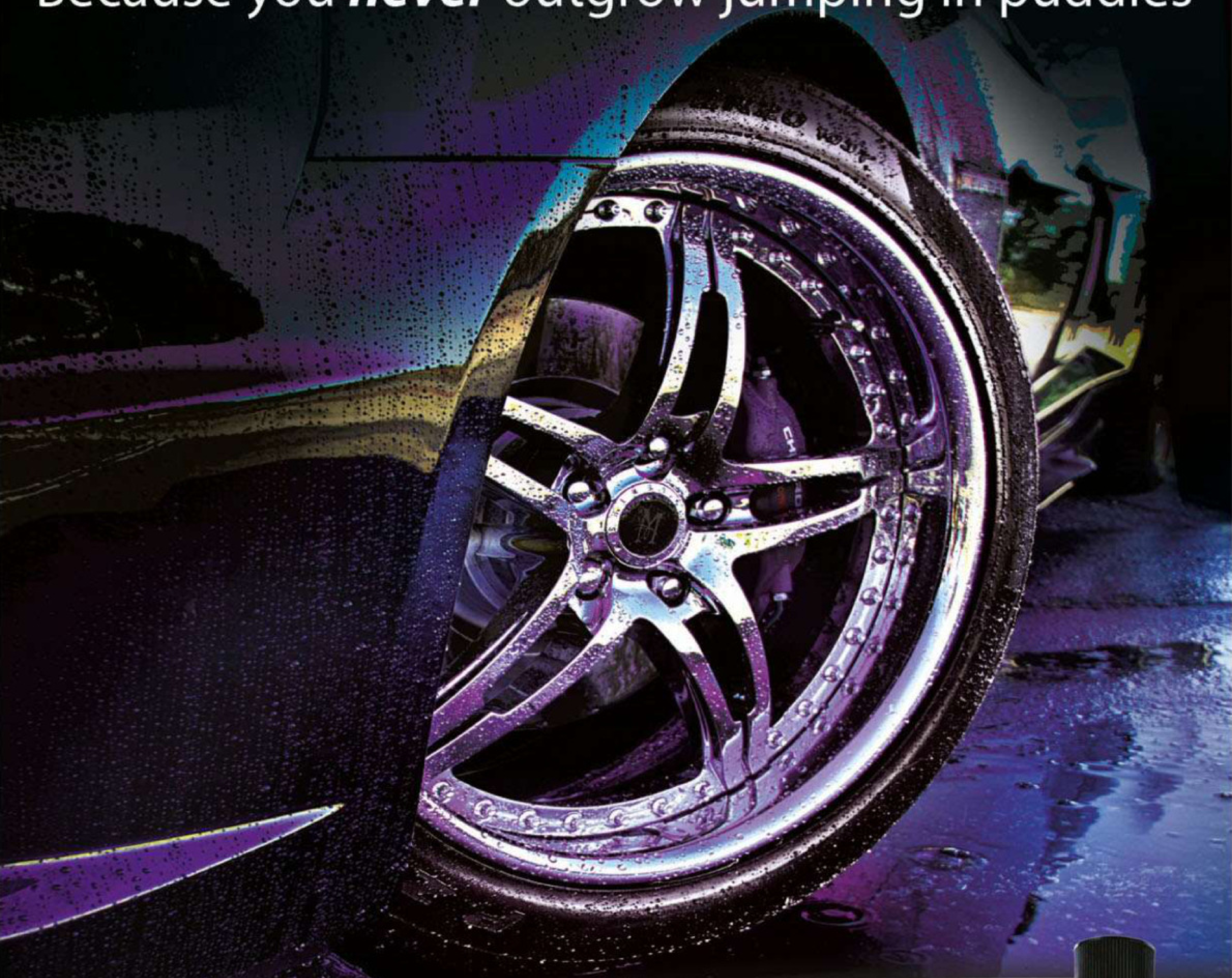
FIRST OLD VW On a learning curve



NAME: Tony Richardson
CAR: 1968 1300 Beetle
AGE: 46

After my series of failed MoTs last summer, I was so please when Freda sailed through this year. She's legal for another year, although poking around the battery tray from inside has revealed she'll need work in that area before we face the inspector again. On the subject of flooring, I've been sent some sample carpets and seat belt colours and have now ordered Van Gogh carpets, and a mid-grey seat belt webbing with black fixings and period-style chrome buckles. I think the battery tray might be more pressing though

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Lick that leak

Don't be a drip, fix that oil leak with these handy adjustable pushrod tubes

Words and photos Matt Keene

It's fairly common for old VWs to drip the occasional drop of oil, and for a few owners it's part of the package of owning a classic car. However, with ever-stricter MoT regulations and increased environmental concerns, dripping oil these days is not considered acceptable. The design of the air-cooled VW engine is robust but, with age and a little neglect, oil can find its merry way out of your beloved flat four.

There are quite a few common areas for your classic VW to spring Texas gold. The rocker covers are a favourite, mostly due to the cork gaskets going brittle with age and cracking (easy fix). The sump plate is also high on the list of leak potentials, and this is mostly due to over-zealous owners using a heavy hand to do up the delicate 10mm nuts that hold the plate to the crankcase. Oil pressure switches often leak – again, an easy fix – as do crankshaft oil seals if the engine is tired (not so easy fix, that one's an engine out jobbie). A final fairly common area for your VW to leak oil is from the pushrod tubes, and this is what we will address in this feature.

The design of the pushrod tube is simple. At either end of the tube is a concertina area that compresses when the cylinder head is bolted up tight. There is a silicone rubber seal that seals the pushrod tube to the cylinder head, and another at the crankcase end. Whilst this set up is pretty robust, it's common for the rubber seals to fail, and it's a surprisingly complicated fix, should you wish to retain the factory-style pushrod tubes, as this requires the engine to be removed, along with the cylinder head in question.

Fear not though, for all is not lost. Thanks to some clever souls, there is a simple solution to hand: the adjustable pushrod tube (either spring-loaded, or screw threaded, as shown here). Either type is two-part in its design, which means it can be fitted with the engine and cylinder head still in situ. Simple!

Available as a single item from most VW parts houses (ours came from Cool Air), replacing a single pushrod tube shouldn't take more than an hour's labour. If you think you need a full set, figure on a day's work. ■



01 The adjustable pushrod tube is a clever design that splits the pushrod tube into two parts, making replacement with the engine in situ a simple affair

JOB INFO

TOOLS NEEDED:

Trolley jack, axle stands, screwdriver, pry bar or lever, ratchet and 13mm socket, tin snips or suitable cutting device, torque wrench, 25mm spanner or adjustable spanner, 19mm spanner or socket

MATERIALS USED:

Brake cleaner, cloth rag, adjustable pushrod tube, gasket sealer, pushrod tube oil seals, rocker cover gasket

TIME TAKEN:

1 hour

COST DIY: £20

PRO:

approximately £60 for parts and labour



02 Tracing and isolating a leaky pushrod tube is not always that simple, but here's a little tip: clean off as much oil as possible and then run the engine. A leaky pushrod tube should then identify itself with a constant drip, drip...



03 To start the job, it's best to jack up the rear of your vehicle and secure it on a minimum of two axle stands. Remove the road wheel for better access, then remove the lower piece of tinware, which will allow access to the pushrod tubes



04 Remove the rocker cover associated with the pushrod tube in question. They normally require a gentle lever with a screwdriver or small lever bar to break the seal. Take care though not to damage the rocker cover or the cylinder head



05 Be prepared for some residual oil to come out of the rocker cover area. I find placing a cloth rag on the exhaust pipe or heat exchanger for the duration of the job works best for me



06 Turn the engine over with a spanner or ratchet at either the top or bottom pulley until none of the valve springs are under compression. This takes the strain out of the rocker shaft assembly, making removal and installation simple



07 Now undo the two nuts securing the rocker shaft assembly. They may well be a little 'baked on', so might require a little extra force



08 Next, remove the rocker shaft assembly – use both hands at either end of the assembly and give it a little wiggle from side to side. Pulling one side too much may well result in the rocker shaft jamming on the pedestal



09 Now you can remove the pushrod from the pushrod tube in question. Note which end of the pushrod is the crankcase side and which is the rocker side, as both ends will have bedded into their respective components with time, and should go back the same way



10 Use a pair of tin snips, or other suitable cutting device, to cut the old pushrod tube. It's best to avoid a hacksaw, or any cutting equipment that might cause swarf or debris



11 Here's what the problem was – a damaged pushrod tube oil seal. Note how it has split. This is a fairly common occurrence that can be difficult to spot without removing the tube





12 To do a proper job, spend a little time cleaning both the cylinder head and crankcase pushrod tube mating surfaces. A spray-on brake cleaner is ideal for this



13 Call me pedantic, but I always use sealer on all points of contact. My favourite is Wellseal, but that's just my personal choice. You may well have your own preference



14 Assemble the adjustable pushrod tube, making sure the new o-rings are installed correctly at each end and that they are well lubricated with a light oil. If, like us, you are using a threaded-type adjustable pushrod tube, you will need to wind the thread most of the way in to shorten the pushrod tube for installation



15 Once the pushrod tube is in place, wind the threaded part outwards until the oil seals are seated snugly in both the crankcase and cylinder head. Don't go mad here, it's a case of taking it slowly to ensure there is enough pressure on the oil seals to effect a seal, but not too much as to damage or split the seal. Once you are happy, tighten the two locking nuts securely. Again, do not over-tighten as aluminium is fairly delicate



16 Re-fit the pushrod and then re-fit the rocker assembly. Lightly and evenly tighten the two securing nuts to 18ft.lbs torque



TOP TIP

To keep your rocker gaskets in place during re-assembly, add a couple of small blobs of silicone sealer, or similar, to the cover side of the gasket. Not too much mind

17 Clean the gasket mating surface of the cylinder head thoroughly to remove any trace of oil or crud



18 Clean the rocker cover to ensure no oil or debris is left inside, paying particular attention to the gasket surface. Always use a new gasket – they're cheap and it's false economy not replacing them whenever the rocker cover is removed



19 Finally, re-fit the rocker cover, ensuring the gasket is situated correctly. It's not uncommon for the gasket to move during fitting causing leaks! Re-fit the lower tinware and road wheel, torque to spec and it's job done – no more leaks. Hopefully...

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The devil rides out

A '67 that's been brought back from the grave, or at least the garden

Words Matt Davies Photos Mike Prior

Having been a life-long VW fanatic and owner of a Campervan for many years, in 2007 I was on the look out for a Beetle project. My mate, Sean, had recently acquired a Ruby Red '67 from the daughter of the original owner, after it had been left languishing unloved in a garden for many years. It looked like a fairly complete, although slightly tatty, car that could be quickly and easily turned into a good runner. Although I was proved right about its potential to be an awesome car, the quick and easy bit may have been wishful thinking...

From the beginning, I had a clear idea of what I wanted the car to be. My

Campervan was a turquoise Bay that I loved, but it was not exactly rock 'n' roll. I was looking to create a mean-looking car to contrast with the Van. A hot rod-inspired vehicle that had a little bit of the devil in it. When I started to strip down the car and saw that the middle of the chassis number was 666, it felt like it was meant to be.

So the initial idea was just to do the welding, sort the mechanicals and get it back on the road quite quickly. Within two months, we had completely stripped it down, including separating the body from the chassis, which was a good start. But then it just kind of lost momentum, and sat in the garage until early 2009 when it reached the turning point.

RESTORATION TIMELINE



1. 2007
Car arrives home and strip down commences

BUILT AT HOME

1967 Beetle



Marty Smith of So-Cal Look has a lot to answer for. His Volks Rod was the first VW to exploit the gloss red inside / satin black outside paint scheme. In 2002!

BUILDER INFO

NAME: Matt Davies

AGE: 36

LOCATION: Aylesbury, but originally from Rotherham

OCCUPATION: Store Manager for WHSmith

WHAT WAS THE BIGGEST CHALLENGE? Getting the paint right

FAVOURITE PART: The chassis

WHAT'S NEXT? Just drive it

It was time to decide whether to just give up on the project or to get motivated and finish the build. I had a conversation with my girlfriend, who encouraged me to go for it and finish the project. Four years, and quite a lot of time and money later, I have the feeling she may now be regretting that suggestion!

I knew all along that I wanted the car to be satin black with red wheels and a detailed, metal-exposed interior. The body required some welding work on the rear boot floor, heater channels, crossmember, front spare wheel well and rear inner wings, so it was sent down to Beetlelink to have this done, whilst work began at home on the chassis. This was stripped and shot blasted, then sent off to be powder coated in red. When the chassis was stripped, it was found to need only minimal repairs, so the car still runs on its original chassis.

Whilst this was carried out, I started work on cleaning up and painting the

running gear, with the help of my equally car-mad friend, Max. The gearbox was bare metalled and then prepped for paint and sprayed at home, along with several other parts. When the chassis came back, the gearbox was re-assembled and put back into the car, along with the newly narrowed front beam. In order to achieve the hot rod look, the front beam was narrowed by five inches to replicate the skinny, tucked-in look of a dragster. And obviously it had to be lowered. Freshly painted brake drums were then fitted, along with all new brake parts (safety first and all that).

Location, location...

Then life got in the way a bit again as I started to look for a house to move into with my girlfriend. They say that location is important when looking for a home, but for me it was more important that there was a watertight garage for the Beetle to live in! Once we were all moved in, the

The red has been carried through to all the internal and underside areas



2. 2009
'Pan ready for blasting. Thankfully, it was solid



3. 2009
The body at Beetlelink, waiting to be welded



4. 2009
The long, laborious task of cleaning parts up by hand

TECH INFO

YEAR: 1967 1300 Beetle
ENGINE: 1500c, stock except for Bosch 009 distributor
GEARBOX: Stock 130
SUSPENSION: 4-inch narrowed and adjustable beam, rear dropped one outer spline
BRAKES: Stock drums all round
WHEELS AND TYRES: '66 steels with 145/65s and 165s

OUR OPINION

Hats off to you Matt, it looks like you've completed the car to a high standard, and well done for seeing the project through under at times adverse circumstances.

My only confusion though is the gloss inside / satin outside paint. Bearing in mind all the work that's been put into the paint job, and how difficult it is to keep satin paint looking nice, wouldn't it have been easier to paint it all in gloss? It's a cool looking car either way. - James



Nose-down stance is helped by low pro Smart Car tyres on the front



An H-code 1500 replaces the car's original 1300, stock save for an 009 dizzy

“ Over 40 hours were spent refurbishing the original steering wheel ”

Whilst this was going on, we started work on the details. Over 40 hours were spent refurbishing the original steering wheel – prepping and painting, prepping and painting until I was happy. Although this took a lot of time, it did save money, and I enjoyed doing this detailed and absorbing work (it appeals to the perfectionist in me, I suppose!).

We also discovered that the original 1300 single-port engine had been fatally damaged by its time in the garden exposed to the British weather, so set about finding a replacement. I bought an engine for £80 off a guy at Plymfest, which did seem a bit too

good to be true, and turns out that it was. The engine was a total dud, although I did make my £80 back by stripping it and selling the good parts, so no harm done. The next option was a 1500 that Grant found, slightly bigger than the original engine, but we knew that this one was a

TOP RESTO TIP
 Have a clear vision of the finished car so you know what you are working towards. And be prepared for the ups and downs as it ain't going to be a smooth ride!

important question of the correct paint for the car began to be discussed. The original plan was for me and Max to paint the car ourselves at home, but the more we researched the types of matt black paint that I wanted to use, the more we began to realise that we would not be able to get the type of finish I wanted at home. As a bit of a car perfectionist, I knew I would not be happy with any imperfections in the paint job, so talked to Grant about options. 15 test panels later, the right balance of matt and sheen was discovered and the body

was sprayed. Lots of thought was put into the overall look of the car. I considered gloss black flames eating their way up the front wings and various trim combos but, at the end of the day, decided to keep it simple. The contrast of the gloss black trim and bumpers with the matt exterior created the desired look, and I was keen not to overdo it, and to let the quality of the work speak for itself.



5. 2009
 A bit of welding needed. Repairs needed to be invisible



6. 2011
 A Bus wheel made a stand to paint the steering wheel



7. 2011
 With the red paint applied, things are coming together



Combination of gloss black on the bumpers and side trim and satin black for the rest of the body is subtle. Matt considered it but felt gloss black flames were just a step too far

“An old school mean car with a touch of the hot rod and a touch of the devil”

runner. We detailed it and put on all of the ancillary parts ready for installation.

By now it was 2011, but the body and chassis were finally ready to be mated back together. We took the chassis down to Beetlelink and, with the help of Graham from Scotty's Van Centre, chassis and body were reunited and brought back home for final assembly. This took six to eight months in the end. Trying to fit the build around a demanding full-time job with irregular days off proved to be a challenge, as did the snow and rain! Another thing that proved to be a challenge was the wiring loom. An entire day was spent with it spread out in the living room, with three very confused people staring at it. It was made worse by the fact that we were not even sure if it was all there in the first place.

Final assembly done, the Beetle was taken back down to Beetlelink for the headliner to be fitted and for our work to be safety checked. I would love to be able to tell you that everything was perfect and

that there was nothing to be changed, but that would be a lie. It felt like for every two steps forward, we took one step back, and no sooner had we thought we had something sorted then it turned out to be wrong. Frustration set in and the toll of the project began to be felt. I also made the difficult decision to sell my Campervan, as the cost of keeping two VWs just wasn't feasible, and now that we'd got this far with the Beetle there was no chance we were going to give up now.

In February 2013, the Beetle was finally on the road, looking just as I had hoped – an old school mean car with a touch of the hot rod and a touch of the devil. There are still a few bits to be sorted, and a few challenges to be faced (such as driving a lowered car out of a modern, speed hump-peppered housing estate!), but the car has a new lease of life, and we have already been to quite a few shows in it. Opinion tends to be split, but I think I have a unique car that is definitely rock 'n' roll. ■



Polished stainless dome head nuts are a neat way of dressing up the exposed wing bolts



Floorpan was stripped and powder coated in bright red, and the inside of the bodyshell then done to match



8. 2011
satin black goes on after the red. Exciting times



9. 2011
Floorpan completed and ready for the body to go on



10. 2012
Engine block cleaned and ready to be built up again

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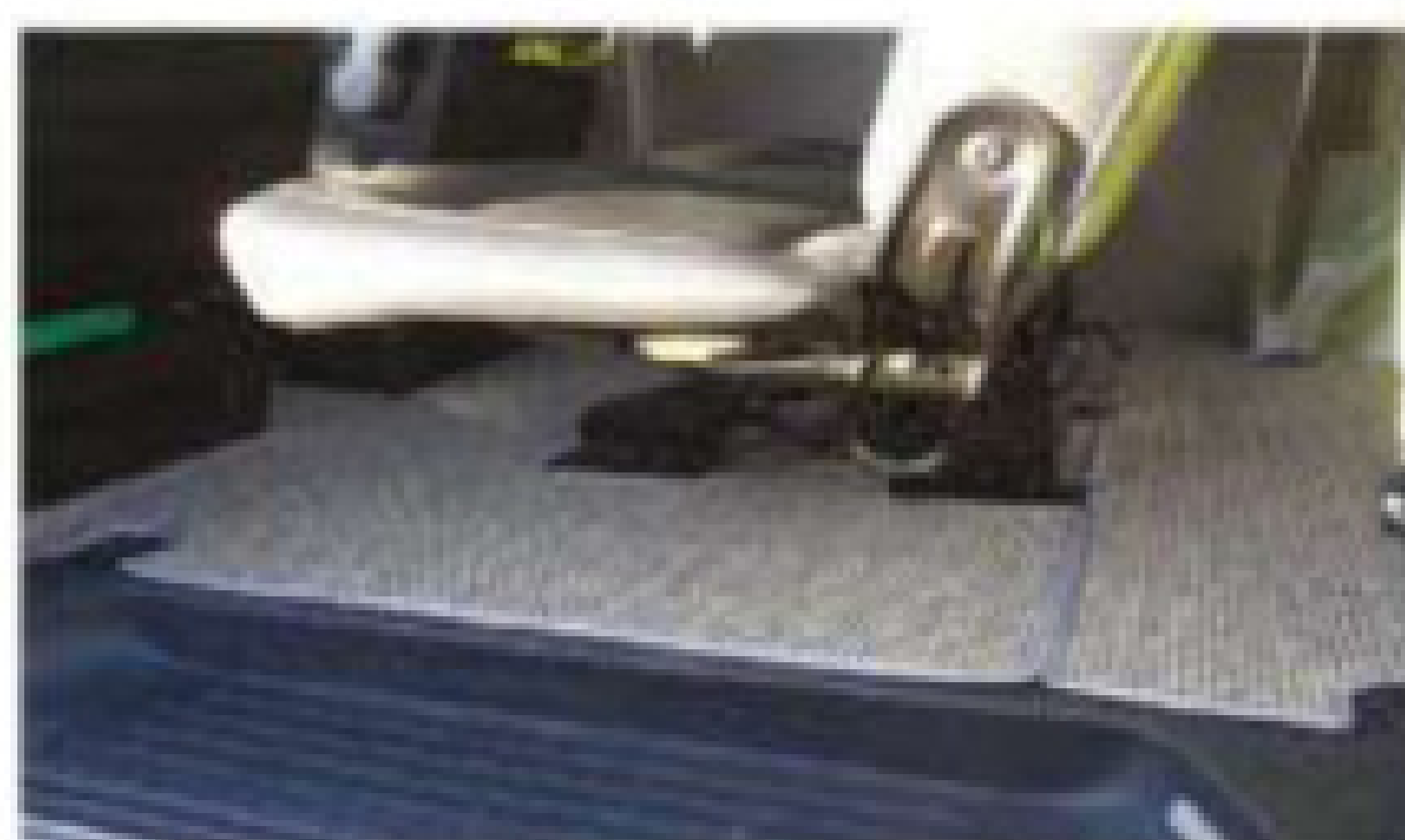
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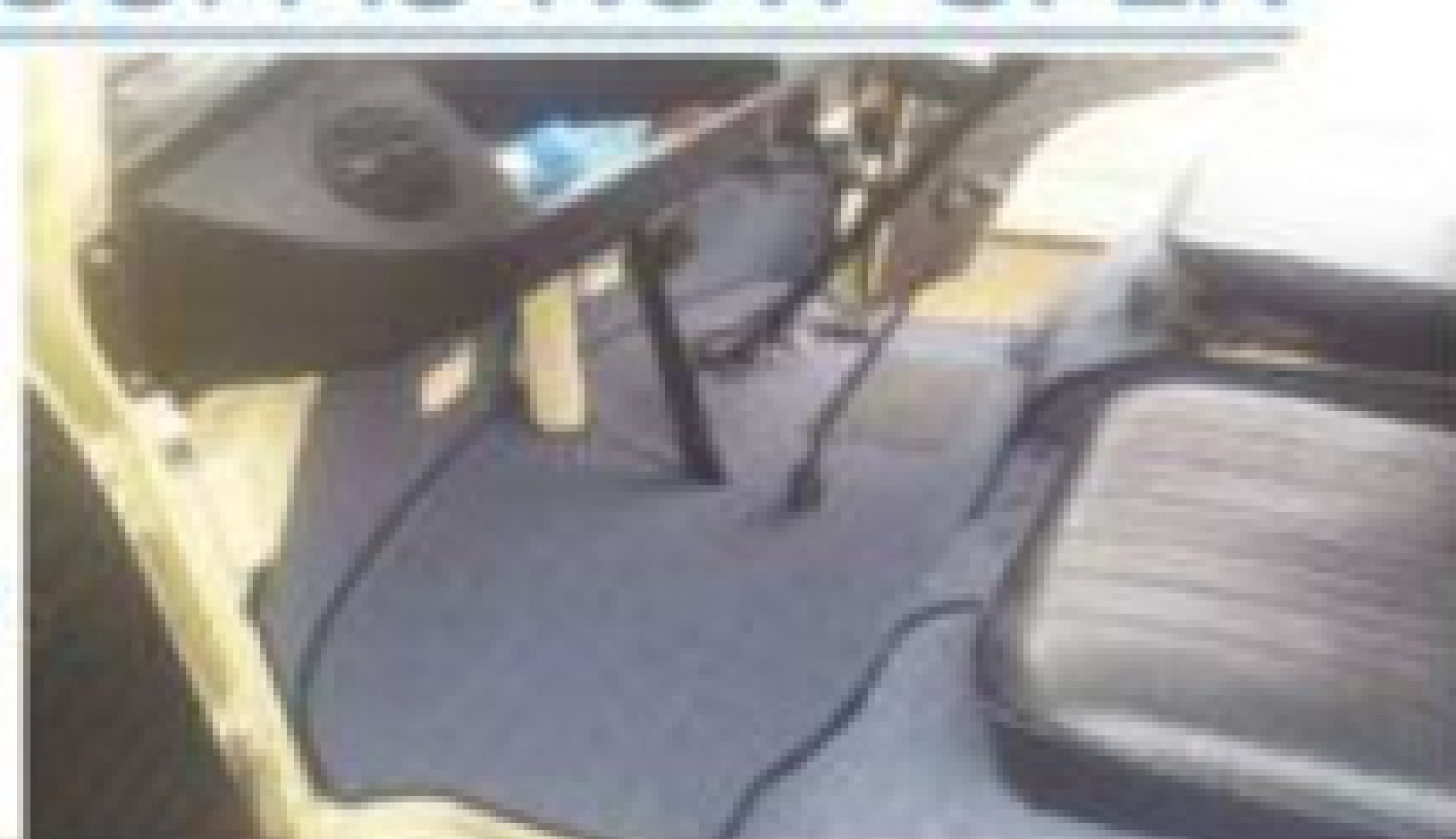
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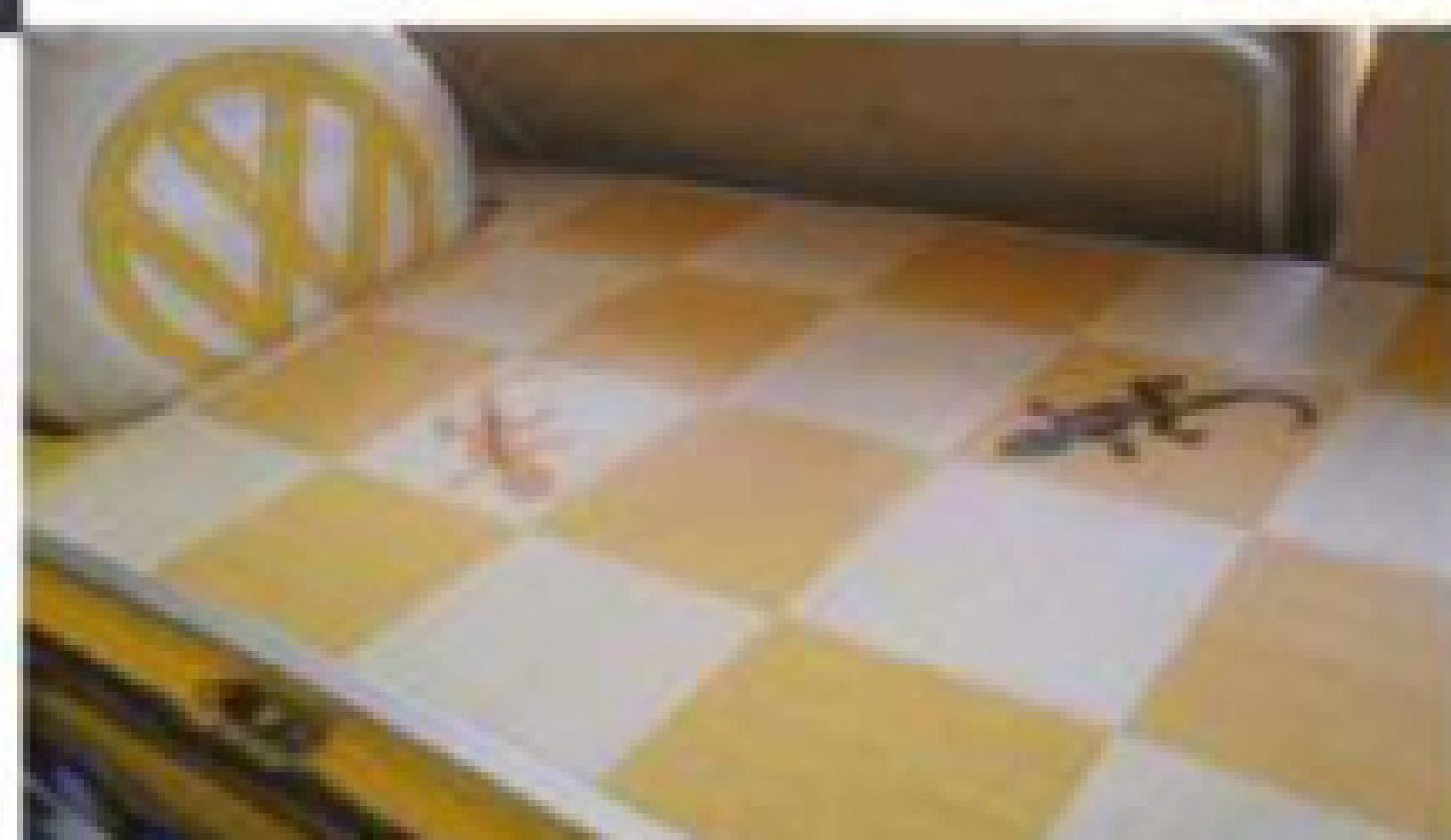
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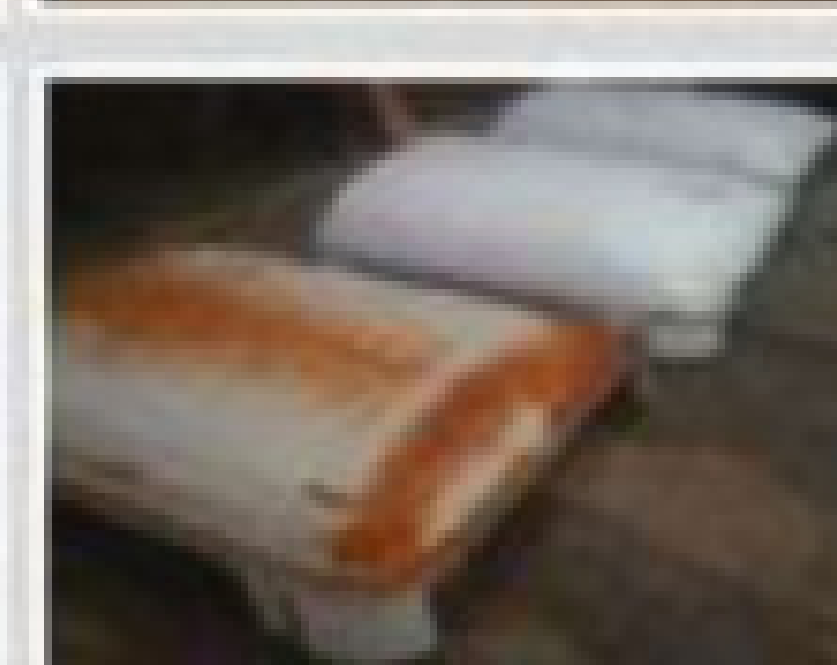
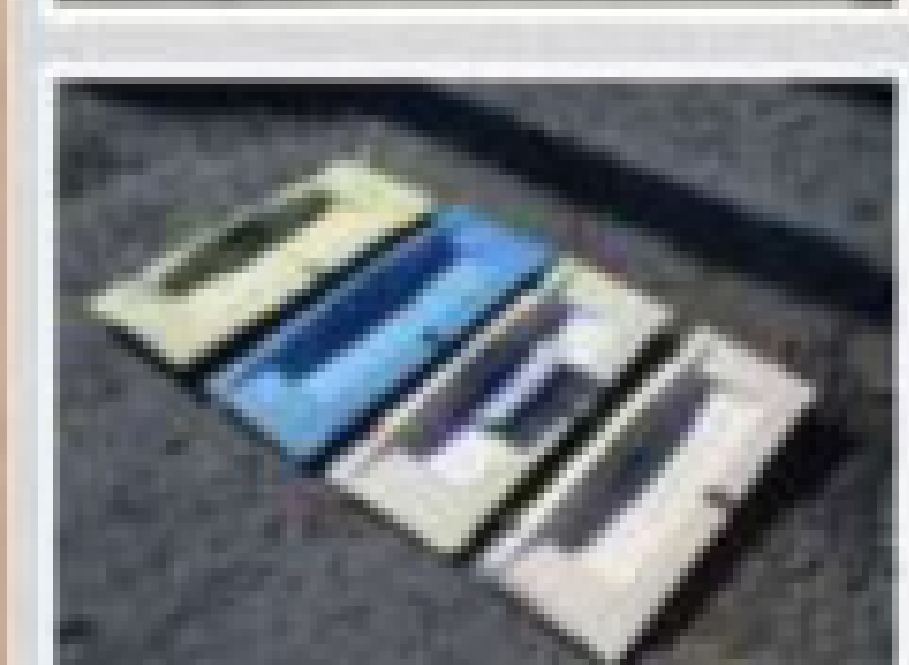
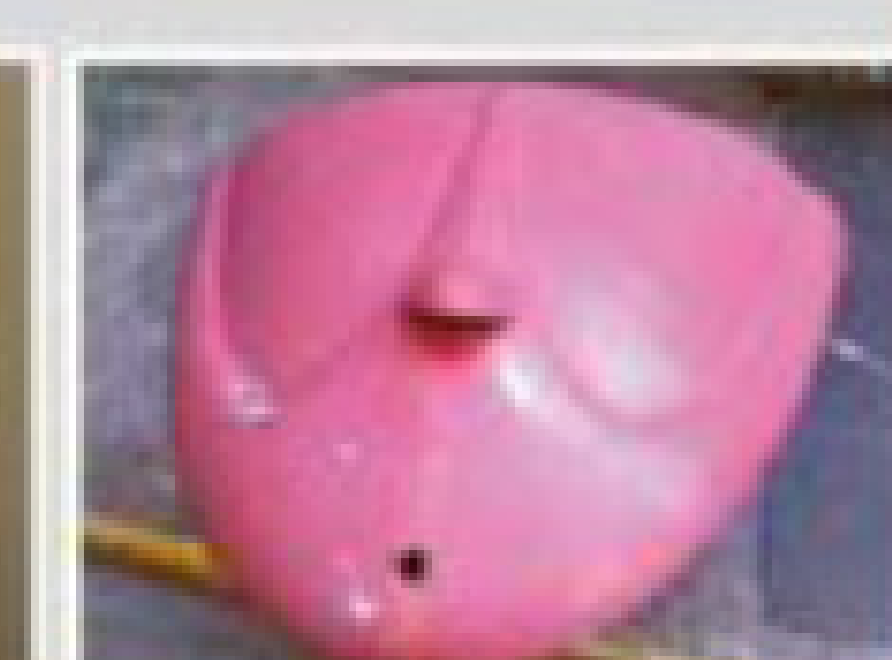
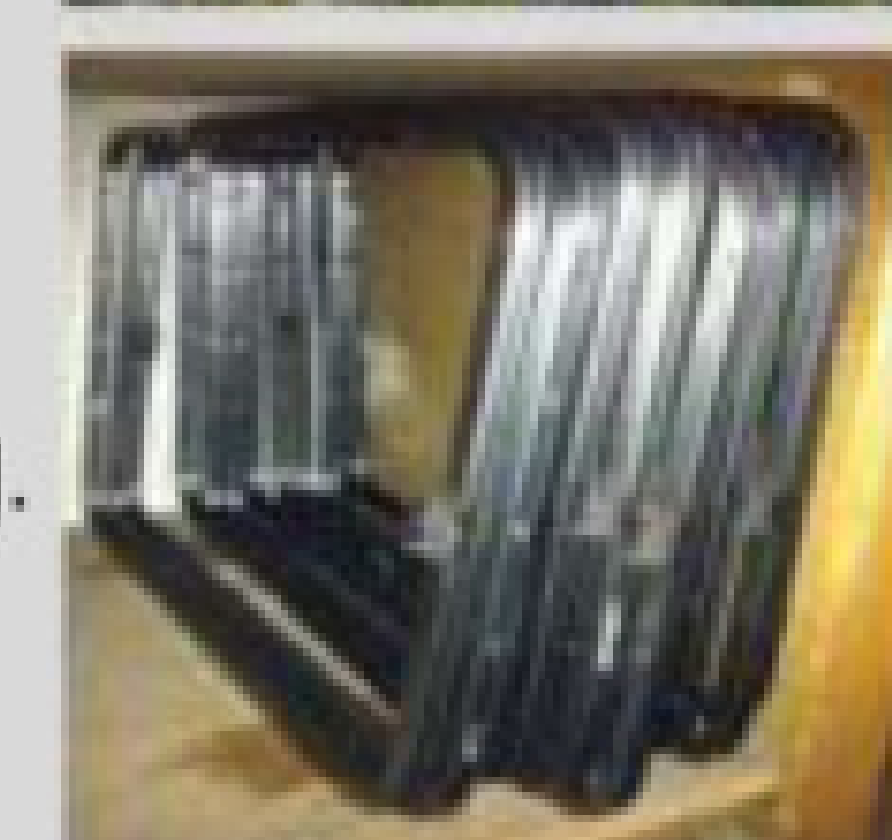


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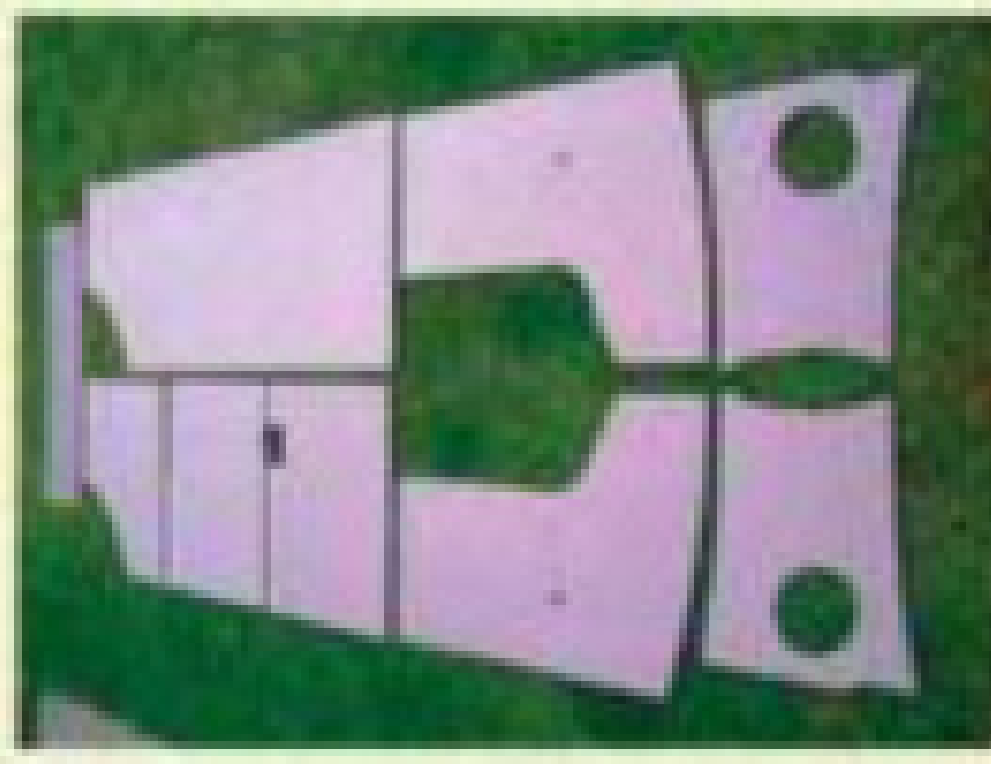
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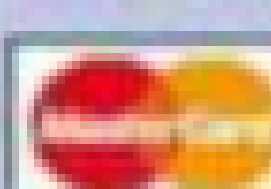
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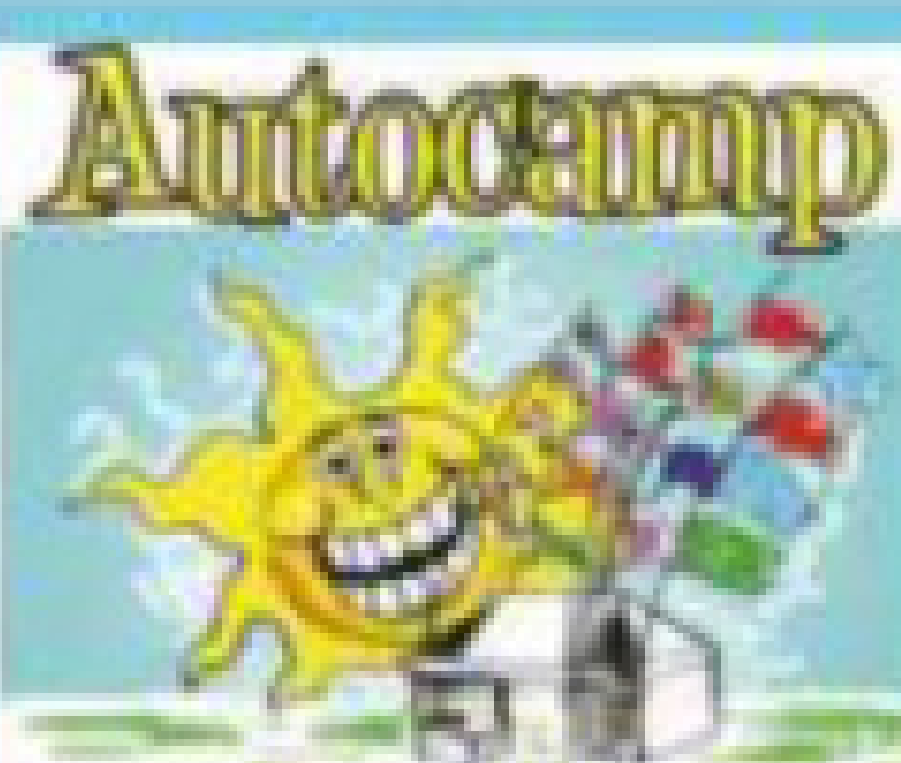
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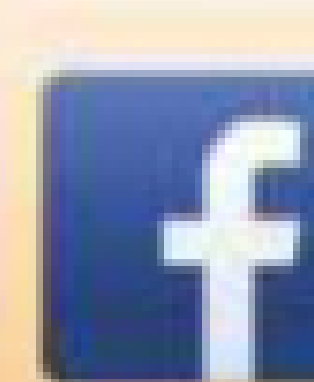
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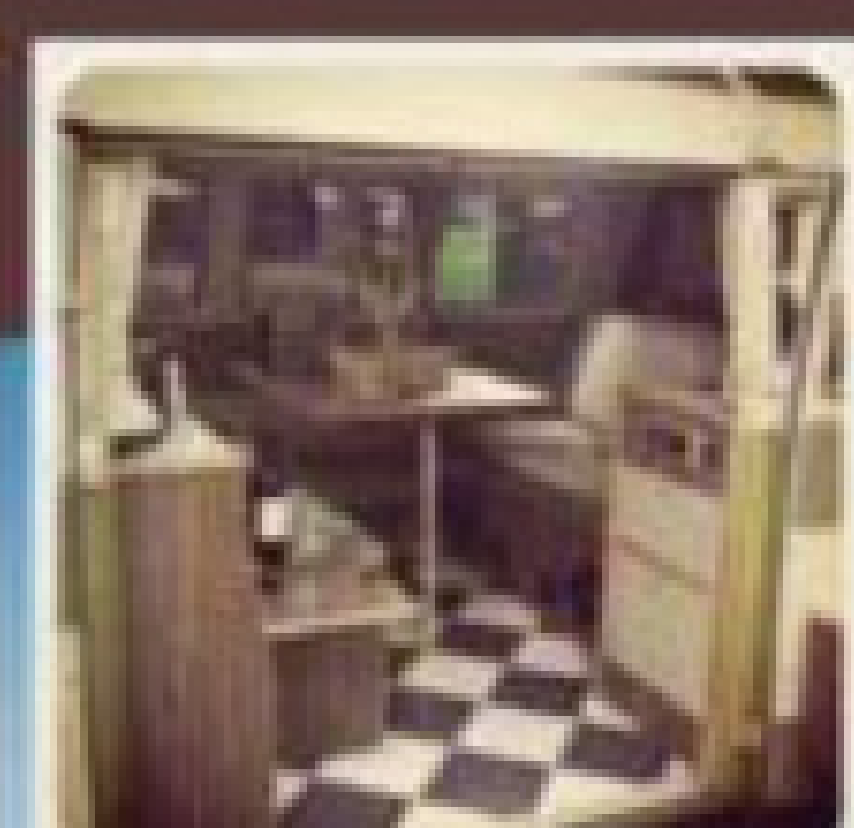
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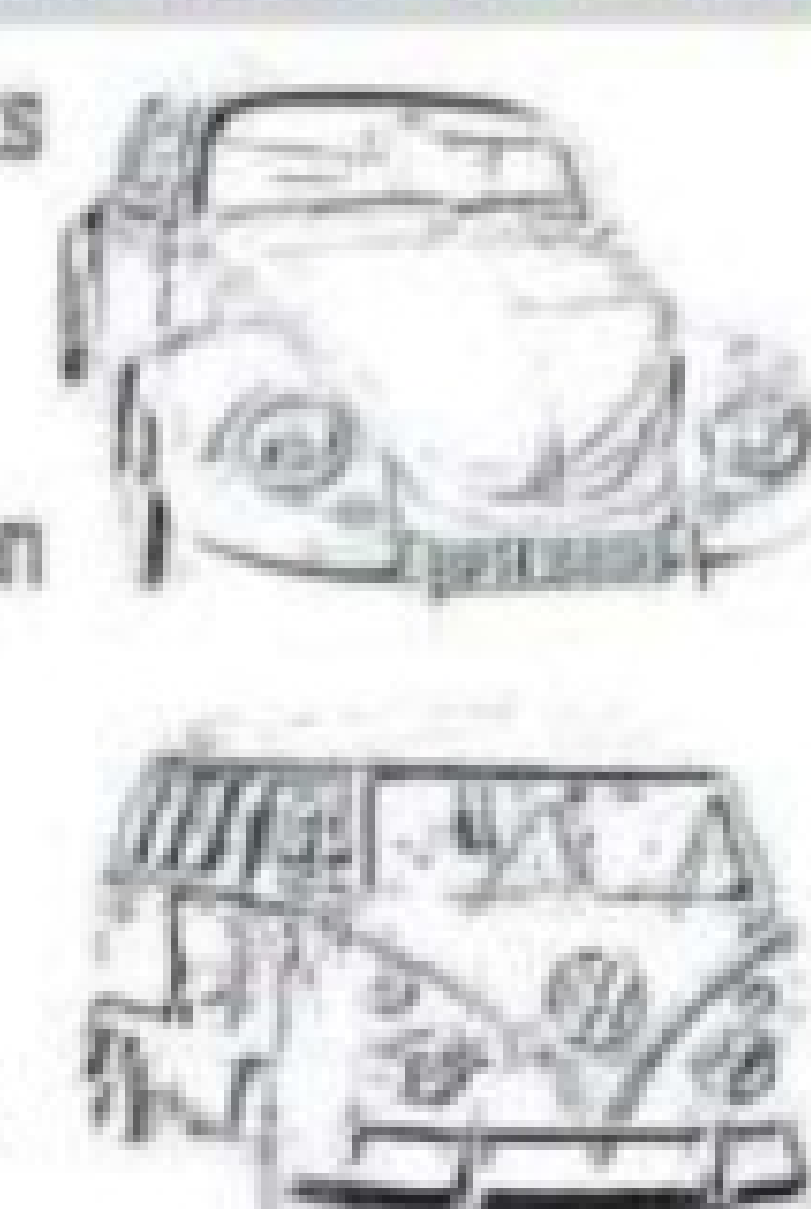
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VW Camper

1979 LHD twin sliding door Westphalia recent engine and body rebuild lots of history some pictures of restoration MOT Feb 2015 tax excellent condition rock n roll bed Alfresco cooker inverter ready to go £7,995 ONO. Tel: (07760) 174260 / 0121 445 0589. (West Midlands)



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1.6 Diesel, Manual, 0 miles, 2 berth, 2 x hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up and more. £24,999 Tel: 01454 310 000



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1.4 Petrol, Manual, 30,766 miles, 2 berth, 2 x hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, alloy wheels and much more. £11,999 Tel: 01454 310 000



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1.4 Petrol, Manual, 31,000 miles, 2 berth, 2 x hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, alloy wheels and much more. £11,499 Tel: 01454 310 000



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1978 T2 Baywindow

LHD Full Original Westfalia Interior Leisure battery 240v hook up Full width rock & roll bed plus roof bed 6 seats with belts Tow bar Mechanically sound Sailed through MOT Very Soiled underneath Reluctant sale Much loved camper!! £14,000 ONO. Tel: (01444) 230290. Email: msh02@btinternet.com. (West Sussex)



2006 VW T2, Raising Roof

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1972 T2

Manufactured 1972,RHD conv.Alloy wheels,new tyres.Back to metal body restoration. Engine rebuild. New R&R bed. MOT till May 2015. Ready to go ! £19,500 ONO. Tel: (07785) 370197. Email: pnlong@onetoo.free-online.co.uk. (West Yorkshire)



For sale

Volkswagen T25 camper 1983 24 litre Aircooled auto Devon Moonraker. Mainly original and unmolested, but in need of TLC. Engine/gearbox issues so not running, currently Sorn with 6 months MOT. £2,500 Tel: (07973) 932707. (West Midlands)



1988 T3 Westfalia

Club Joker popptop 1.6td. Super-tidy & well maintained mechanically (huge history). New engine in '07 (now on 20k miles). Body restored & painted 2012. Location: Snowdonia. £11,000 Tel: (07765) 701675. Email: simonwattbangor@googlemail.com. (Wales)



Bertie for sale!

Early bay, 1971 tax exempt, full camping interior, electronic ignition, hook-up, rag-top mohair roof,complete with awning, reconditioned vege green engine, a reluctant sale £13,950 ONO. Tel: (07505) 380786 / 01905 381631. Email: lsizer@ymail.com. (Worcestershire)



1979 T2 Bay

Two litre engine, MOT May 2015,excellent runner, original Devon roof, Hardwood roof rack, bike rack, leisure battery hook-up, gas cooker, awning, plus 2 rear seat belts £16,800 ONO. Tel: (07769) 265139. Email: denb07@googlemail.com. (Lancashire)



1966 Vw Splitscreen

1966 splitty, total refurb including new engine, full retrim etc flip down TV, iPod docking, leisure battery, fridge, cooker, rock n roll bed and comes with original westfalia trailer and Khyam sleeper quick erect awning, too much to list. Must be seen to appreciate £24,000 Tel: (07811) 150211. Email: Jopollitt78@hotmail.com. (Lancashire)



VW 1971 panel van

tax exempt,mot may 2015,re-con engine only done 1000mls,bench seats front & back,cd player,lowerd,checker plated sides & floor,solid van £9,500 ONO. Tel: (07826) 473302. (Somerset)

For sale

Fully restored bay window lhd 1979 white over red matching interior lots of extras very reliable new awning phone for details photos etc £15,000 ONO. Tel: (01555) 812103 / 07826852457. (Lanarkshire)

Carrozzeria Ghia

The styling firm that outfitted Volkswagens in sharp Italian suits

Words
Richard Gunn

G

erman cars don't generally do beautiful. Functional, reliable, well-engineered and imposing perhaps, but when it comes to drop-dead gorgeousness, it's usually best to look elsewhere in Europe. And in particular, Italy.

In the early 1950s, both Volkswagen and its favourite body builder, Karmann, felt there was potential for a 'halo car' – a flagship model to demonstrate there was more to the Beetle than just looking like a Bug. But for all its skill in chopping the roofs off saloons, Karmann had little experience in designing sleek, sexy sports cars. However, Carrozzeria Ghia did.

The design and coachbuilding firm was founded in Turin in 1915 by Giacinto Ghia. Originally known as Ghia & Gariglio, to reflect the partnership Giacinto entered into to launch the business, its sports car creations mainly used Alfa

Romeo, Fiat and Lancia chassis, and it had soon forged an enviable reputation for stylish machines. But in 1943, during World War 2, its factory was destroyed. Then the following year, while supervising its rebuilding, Giacinto

died of a heart attack, aged just 56. The company was then sold to his friend, Mario Boano, along with Giorgio Alberti. Luigi 'Gigi' Segre was its chief engineer and main designer. However, after a 1953 disagreement between Mario and Luigi, Mario departed and Luigi took over completely. It was under his custodianship that Ghia started seeking more design work abroad.

Luigi is credited with coming up with the Karmann Ghia, although car design in those days was a rather grey subject. Because cars built for one country often wouldn't be seen in another, a lot of 'recycling' of ideas went on. Pininfarina was especially prone to this, with its BMC Farina / Peugeot 404 and Fiat 130 / Rolls-Royce Camargue / Ferrari 365 GT4 all displaying an uncanny resemblance. Similarly, the Karmann Ghia concept had distinct overtones of previous blueprints for Chrysler



^ The Ghia logo, now better known on Fords rather than Volkswagens

and Studebaker. In fact, Chrysler's US designer, Virgil Exner, with whom Ghia was collaborating at the time, claimed the car was little more than a smaller version of his Chrysler Coupe D'Elegance. He had a valid point, for the two curvaceous cars are similar in all but size. Ghia, of course, disputed this, asserting that its origins could be traced back to 1950 and work by both Mario Boano and Luigi Segre.

Whatever the truth, the Karmann Ghia was a very good looking machine, even if the Beetle bits underneath meant it couldn't quite deliver the oomph its svelte looks promised. Nevertheless, when it was shown to Karmann in autumn 1953, the company was very impressed, and somewhat surprised, too. It had been expecting a convertible rather than a saloon. An *al fresco* version would not come along until 1957, two years after the tin top. Volkswagen too liked what it saw, although boss, Heinz Nordhoff, was initially concerned that it was too

radical (his word, we're sure), and was also concerned about its cost. He needn't have worried. The Type 14 Karmann Ghia became a big global seller.

The automotive Lennon and McCartney spent some years apart until 1961, when they teamed up again for the Type 34 Karmann Ghia. Surely the magic would work again? Er, no. This time, Sergio Sartorelli was the man behind the pen, and what he sketched up was very different. It was undoubtedly distinctive looking, but much more angular than its predecessor, with somewhat slabby styling. And while the 1.5- and 1.6-litre engine options gave it much better performance than any other Volkswagen, and it came with considerable luxury, including an electric sliding sunroof, it was also practically twice the price of a standard Beetle. Sales were much poorer than hoped for, and it wasn't even officially available in Volkswagen's biggest export market, the USA.

As for Ghia, it ventured (not terribly successfully) into building cars like the 1500 GT and 450SS under its own name, as well as designing vehicles like the Renault Floride. After Luigi Segre's death in 1963, the firm eventually passed to Alejandro de Tomaso – of Pantera fame – before he sold it onto Ford in 1970. From 1973, the name became little more than a trim level used to decorate posh Fords. And a Fiesta 1.1 Ghia is, sadly, a very different beast to a Karmann Ghia...

“Its origins could be traced back to 1950, and work by Mario Boano and Luis Segre”

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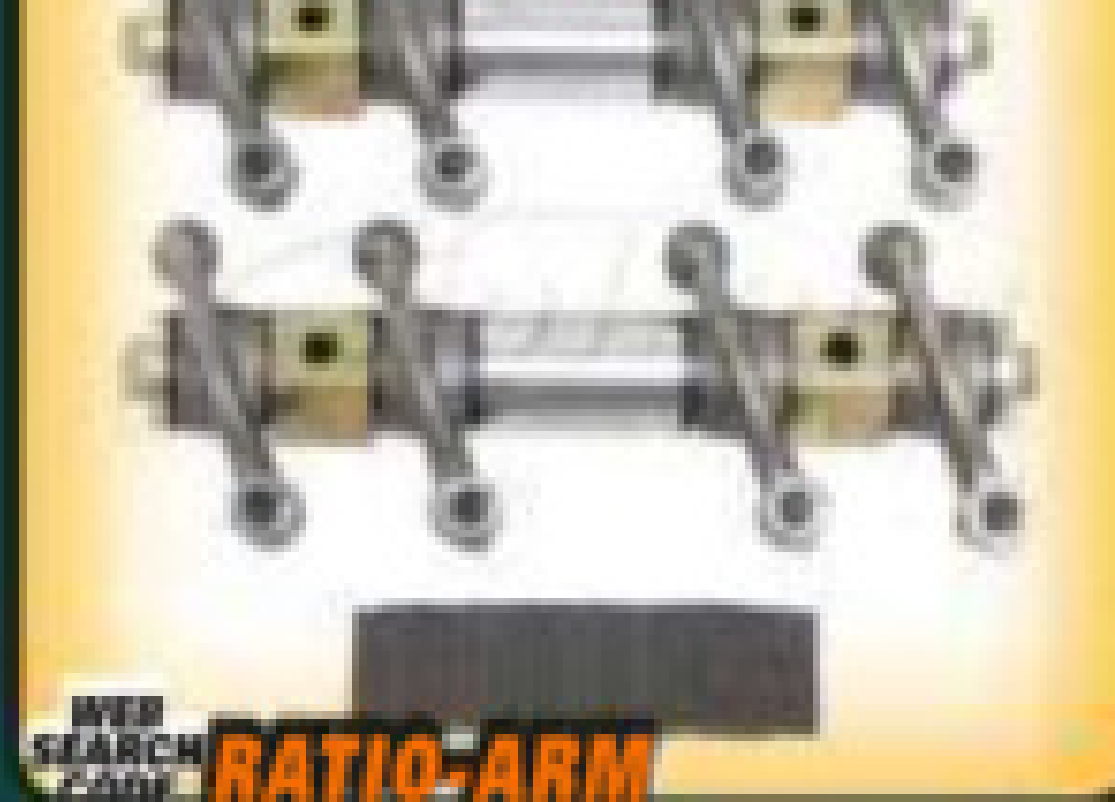
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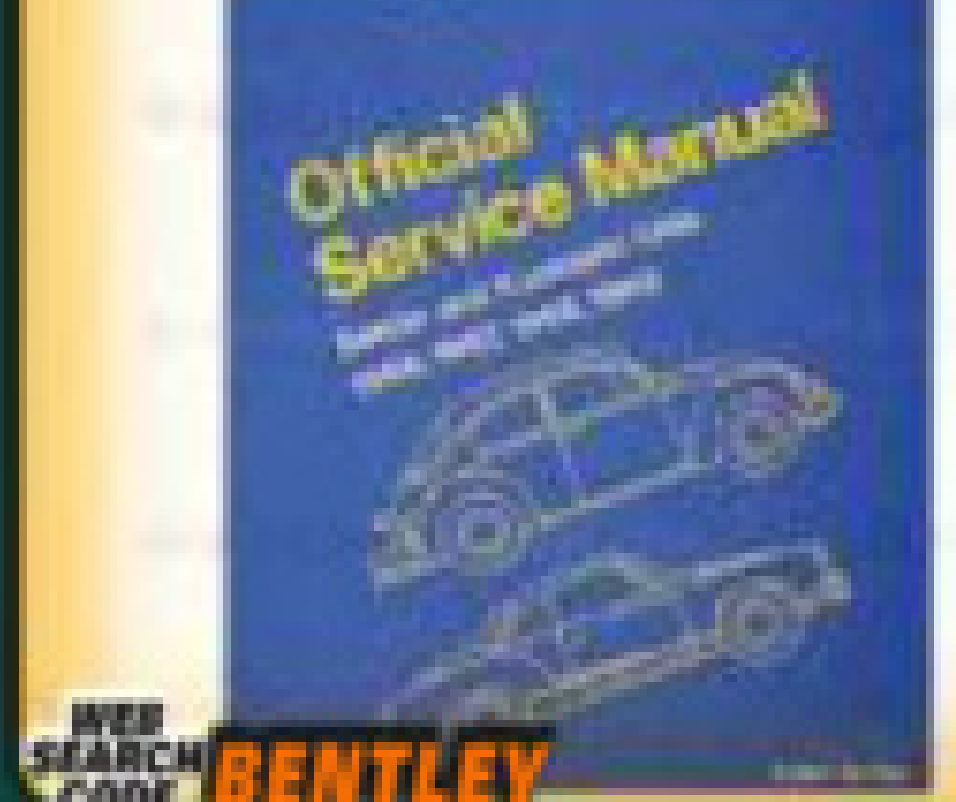
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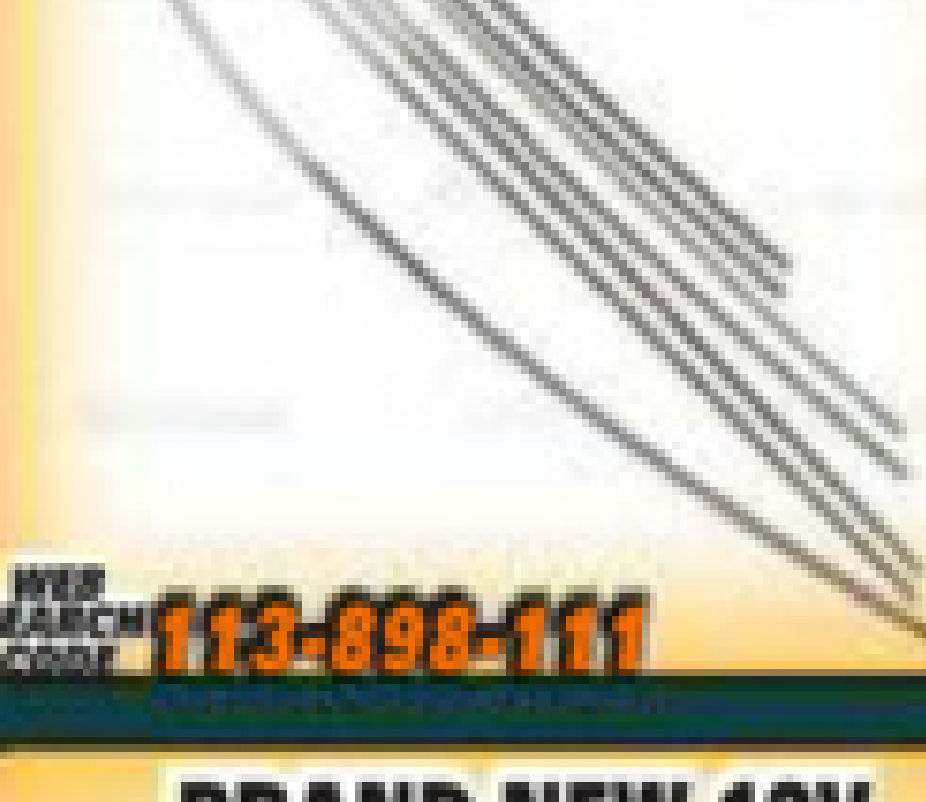
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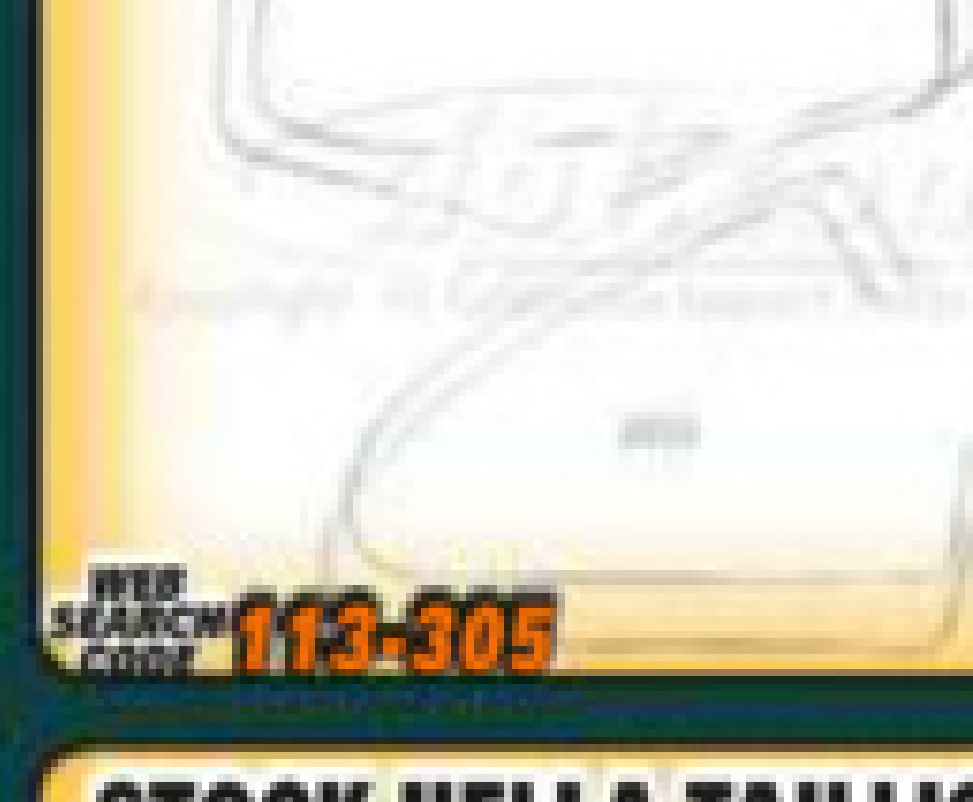
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